UNITED ASBESTOS COM Dodwell & Co., Limited General Agents.

NEW SERIES No. 1315. 日十初月八年五十二緒光 THURSDAY, SEPTEMBER 14, 1899.

四拜禮

Entimations.

to 'Victory''!!

Thats' what they all say.

the swizzle.

beat in Hongkong'!

Dewey Drinks It!!!

Wash Manila from your systems!!

Drink it down boys!

Ask for it and be cool!

就四十月九英港香

'Twas Schlitz that led the Yankee boys

If it's hot, you must drink and Schlitz is

beer on the firing line and can't be

THIRTY DOLLARS

PER ANNUM.

Banks.

JOKOHAMA SPECIE BANK, LIMITEI ESTABLISHED ISSO. CAPITAL (SUBSCRÜBEDAND) Yen 12,000,000 RESERVE FUND Head Office: YOKOUAMA.

Branches and Agencles. KOBE. NAGASAKI. LONDON. NEW YORK SAN FRANCISCO. HONOLULU. SHANGHAL TIENTSIN:

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. ·PARRS BANK, Lö., THE UNION BANK OF LONDON, Ld.

HONGKONG AGENCY:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. 1 per Annum on the Daily Balance; On fixed deposits for 12 months at 5 per cent.

Hongkong, 1st August, 1899. IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. Shanghai Tacis. SUBSCRIBED CAPITAL 5,000,000 Head Office :- SHANGHAL

> Branches and Agencies. CANTON. * HANKOW. CHEFOO. PEKING. SWATOW. CHINKIANG. FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

HONGKONG BRANCH. Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months. E. W RUTTER,

Acting Manager. Hongkong, 15th October, 1898.

THE NATIONAL BANK OF CHINA LIMITED.

HEAD OFFICE:—HONGKONG.

Board of Directors :-Chan Kit Shan, Esq. -Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. D. Gillies, Esq. J. T. Lauts, Esq.

Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 % Hongkong, 30th May, 1899. THE CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-

TNTEREST ALLOWED on CURRENT ... ACCOUNT at the Rate of 2 per cent, per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent.

3 Com 25 Com T. H. WHITEHEAD, · Manager, Hongkong. Hongkong, 20th May, 1898. TTONGKONG AND SHANGHAI

II BANKING CORPORATION. RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. Siebs, Esq., Deputy Chairman.

E. Goetz, Esq., A. Haupt, Esq. A. J. Raymond, Esq. R. H. Hill, Esq. P. Sachse, Esq. The Hon. J. J. Keswick. E. Shellim, Esq. A. McConachie, Esq. R. Shewan, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON.

Manager: Shanghai-I. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG INTEREST-ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 5 months, 21 per Cent. per Annum.
For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum.
THOMAS JACKSON, Chief Manager.

Hongkong, 19th August, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted L-bythe Hongkong and Shanghal BANKING SORFORATION Rolley in ay be discourse obtained on application.
INTEREST on deposits is allowed at 33 PER

Depositors may transfer at their option balances of \$100 or more to the Hongkong And. SHANGHAL BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGEONG AND SHANGHAL

BANKING COMPORATION Chief Manager.

Hongkong, 1st August, 1895.

Infimations.

NAVIGATION COMPANY.

SHANGHAI ... Coromandel ... F. W. Vibert, R.N.Rg ... About 15th Sept. ... Freight or Passage. LONDON, &c... Bengalf S. Barcham Noon, 16th Sept. ... Freight or Passage. LONDON !CantonC. F. Lockstone, R.N.R.About 21st Sept. ... Freight or Passage. LONDON 1 Candia W. H. Haughton, R. N. R. About 21st Oct. Freight only. * (Passing through the Inland Sea). * † (See Special Advertisement). For Further Particulars apply to

Hongkong, 14th September, 1809.

RYE WHISKY.

CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

. Has the Largest Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR & WINE AND SPIRIT MERCHANTS.

15. Queen's Road,

Telephone

IS THE BEST.

Hongkohg, 19th May, 1899.

THE CLUB HOTEL,

No. 5-B, BUND, YOKOIIAMA FIRST-CLASS HOTEL Centrally situated, well furnished d supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager. Yokohama, 1st October, 1897.

> NEW FIRE GRATES, NEW SEWING MACHINES,

> > HAND and TREADLE.

THE BEST AND CHEAPEST ON THE MARK THE MOST POPULAR IN THE ORIENT.

W. POWELL & Co.,

Immed. Opposite P.O., 1st

Ne All Drink

THAT MADE MILWAUKEE FAMOUS

1. A. RITCHIE, Superintendent.

CANADIAN CLUB."

HIRAM, WALKER & ONS, Limited.

SOLE AGENTS.

Hongkong, 5th September, 1899.

PER DOZEN.

H. PRICE & Co., 12, QUEEN'S ROAD.

of the Company held on the 26th day of both days inclusive. August will be submitted for confirmation as a SPECIAL RESOLUTION. RESOLUTION. 1. That the Capital of the Company be increased to the Sum of \$600,000 by the issue of 30,000 New Shares of \$10 each, which shall be considered part of the Original Capital and le subject to the provisions in the Articles of association contained with reference to calls

12th October, 1898,

LIMITED.

ransfer, transmission, lien, surrender, voting lower and otherwise and that the Directors be juthorized to issue such New Shares at par. 2. That the said New Shares be offered to he persons who on the 16th day of September, ! 899, shall be the Registered Members of the Existing Shares in the proportion of a New Share for each Existing Share held by them. By Order of the Board,

GIBB, LIVINGSTON & CO., -Agents. Hongkong, 28th August, 1899,

HONGKONG CRICKET CLUB. THE ANNUAL GENERAL MEETING will be held in the PAVILION, on

JAMES A. LOWSON, Hon, Secretary, Hongkong, 1st September, 1899. HONGKONG AND WHAMPOA DOCK

NOTICE TO SHAREHOLDERS.

ONTRIBUTING SHAREHOLDERS! of BUSINESS contributed during the Half

By Order of the Board of Directors, THOS. I. ROSE; Hongkong, 74th August, 1899. [1077a Hongkong, 7th September, 1899. [1140a

WATKINS, LIMITED.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,-

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities, ESTIMATES given for every DESCRIPTION of WORK.

> SUPERINTENDENT......THOS. SKINNER DODWELL & CO., LIMITED, General Agents.

CRAIGIEBURN.

4E PEAK HOTEL is situated at Victoria-Gar, adjoining the Tramway Terminus, 1,350 feet above sea Level. . CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer Age and Genuineness Guaranteed by the Excise Department of the with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA, CITY OFFICE, 7, Duddell' Street. Hongkong, 4th January, 1899.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers),

2 9, Old China Street, Shanghai. HONGKONG ELECTRIC COMPANY,

OTICE is hereby given that an EXTRA- THE ORDINARY GENERAL MEET-ORDINARY GENERAL MEETING I ING of SHAREHOLDERS in the above of the Hongkong Electric Company, Limited, Company will be held at the Company's will be held at the Company's Offices, Offices, on SATURDAY, the 30th instant, Queen's Buildings, Victoria, in the Colony of at NOON, for the purpose of receiving the Hongkong, on SATURDAY, the 16th day of Report of the General Managers, together with September, 1899, at 12 o'clock Noon, when the a Statement of Accounts to 30th June, 1899.
SUBJOINED RESOLUTION which was The TRANSFER BOOKS of the Company passed at the Extraordinary General Meeting will be CLOSED from the 18th to 30th instant,

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 11th September, 1899.

HONGKONG ELECTRIC COMPANY, LIMITED.

JOTICE is hereby given that the REGIS-TER of SHARES of the Company, will he CLOSED from SATURDAY, the 16th to the 23rd day of September, (both days inclusive) during which Period NO TRANSFER of Shares can be Registered. By Order of the Board,

GIBB, LIVINGSTON & CO., Hongkong, 28th August, 1899.

THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently as INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate 6% per Annum; Hon. Secretary.

The DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st practing (inclusive).

HOLLIDAY, WISE & Co., T

Hongkong, 11th September, 1899. [1162a-

WANTED.

Year ended 30th June, 1899, on or before the 15th A SMART PORTUGUESE YOUTH September, on which Date the ACCOUNTS about 20, MUST be Quick at Figures, will be CLOSED.

Apply by Letter, stating Salary required SMART PORTUGUESE YOUTH Apply by Letter, stating Salary required

AH

TENDERS FOR SUPPLYING AND FIX. ING IRON RAILINGS AND SET-TING BACK BOUNDARY WALL, &c.

DLANS and SPECIFICATIONS may be seen, and Form of Tender obtained, on application to the Superintending Civil. ENGINEER, Works Loan Department. SEALED TENDERS marked "TENDER" FOR IRON RAILINGS, &c." should be sent. to the COMMODORE IN CHARGE, H.M. NAVAL

YARD, Hongkong, not later than Twelve o'clock NOON, on THURSDAY, the 21st day of September, 1899. Hongkong, 13th September, 1899. . [11718.

TENDERS FOR PHOTOGRAPHS!

PHOTOGRAPHS OF WORKS, when required by the Works Loan Department, are requested to obtain the Informations from the SUPERINTENDING CIVIL ENGINEER.

TENDERS for same should be sent to the COMMODORE IN CHARGE, H.M. NAVAL YARD Hongkong, not later than Twelve o'clock NOON, on THURSDAY, the 21st day of September

Hongkong, 13th September, 1899. [11724

Entertainment.

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

INCORPORATED, 1891. NUTICE TO MEMBERS.

SMOKING CONCERT will be held in the Rooms of the above Institution, on? SATURDAY, the 16th instant, at 9 P.M. To Members and their Friend are cordially?

> ARCHIBALD RITCHIE, Hon. Sec.

Hongkong, 13th September, 1899.

Insurance. NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSSEN & Co.

Hongkong, 28th May, 1895.

To be Net.

TO LET,

ID OOMS with or without BOARD, in CEN-TRAL POSITION. Summer Rates.

c/o of this Office. Hongkong, 17th May, 1899.

TO LET. CEMI-DETACHED VILLA RESIDEN. CES on Bowen Road (now in course of

PROPERTY lately occupied by the Bowrington Saw Mills.
GROUND FLOOR, 52, PEEL STREET. OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by

Messrs, MELCHERS & Co.) "HARFORD." MAGAZINE GAP.
No. 4, RIPON TERRACE.
Apply (7

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD.

Hongkong, 28th August, 1899. TO LET.

OFFICE ROOMS on 1st floor of No. 4. Queen's Road, Central, (lately the 1M. PERIAL BANK OF CHINA)

Compredore Office, E. C. HOCHAPPEE, Hongkong, 23rd March, 1899.

THE NEW YORK LIFE INSURANCE Co., (The Oldest International Life Insurance Company in the World).

SUPERVISED BY 82 GOVERNMENTS

A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or *stockholders, with over

. GOLD -

\$1,000,000,000

Premious.

5,146,549

Shakespearé.

To-day's ..

Advertisements.

DILEGENTIA LODGE OF

INSTRUCTION.

Visiting Brothren are cordially invited.

"An Honest Tale Speeds Best."

told an absolutely "honest tale," this is

about what he would say to an intending

"but not their Amounts. No Company,

"mine, or any other can promise, i

" advance, the amount of future dividends.

"You can rely on any of the good Com-

" panies paying you, a reasonable share of

"the profits carned. You must decide for

yourself which Company will make the

" BEST returns. SURPLUS, and SURPLUS

That would be an absolutely lionest tale, and

EOUITABLE:

SURPLUS - - - - £11,939.695 Sterling.

value Policy is ? If, not, in your own interest,

Wongkong Office: -o, Prava.

TOYO KISEN KAISHA.

NOTICE.

"HONGKONG MARU!"

The above Steamer having arrived, Con

signees of Cargo are hereby requested to rend

in their Bills of Lading for countersignature

and to take immediate delivery of their Goods

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees risk

Intimations.

DRIVATE BOARD and RESIDENCE,

NOTICE.

Terms moderate, for Particulars apply

LET'EM ALL COME

PHOTOGRAPHS and PORTRAITS on

NOTICES TO CORRESPONDENTS.

Letters on Editorial matters to be sent to "The Editor

Whilst the columns of the Houghong Telegraph will always

IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899.

TIGHT SCHOOL for EUROPEANS, by an

NOTICE.

166, Queen's Road East.

Hongkong, 30th June, 1899.

EX-SCHOOLMASTER.

Hongkong, 18th August, 1899..

Hongkong, 14th September, 1899.

from alongside.

F. KIENE,

Acting Manager, Hongkong.

J. S. VAN BUREN,

Mrs. HORTON.

c/o This Office.

"EARNINGS, should the your guide."

The following is a comparison of the three Largest Companies: ...

OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash: NEW BUSINESS FOR THE YEAR 1898.

No. of Policies. Am't of Insurance. New-York Life (Purely Mutual, all profits to its owners, the policy-holders) 73,471

Mutual..... 51,785

Equitable (Capital Stock \$100,000) 12,030 The New-York Life Led its Nearest Competitor, the Mutual, in placed and paid for business by 21,686 new policies, representing Gold \$23,313,000 of insurance, and Gold The New-York Life Led the Equitable, its Second Nearest Competitor, by 31.441 new

Office of this Paper.

policies, Gold \$30,825,000 of Insurance and Gold \$1,567,845 of new premiums. A line addressed to Mr. A. H. MyERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

8.30 for 9 P.M.

IF EVERY AGENT

ARNHOLD, KARBERG & CO. and BIRLEY DALRYMPLE & CO., Agents, Hongkong. 1113a

To-day's Advertisements.

FOR SALE.

T. TOTEL BUSINESS in NORTHERN PORT, Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health. For further Particulars, apply in First Instance.

by Letter to

14th September, 1899. CHINA NAVIGATION COMPANY,

· LIMITED. c FOR ILOIDO AND CEBU

THE Company's Steamship

Captain Dowson, will be despatched as above on SATURDAY, the 16th instant, at IO A.M. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 14th September, 1899. DOUGLAS STEAMSHIP COMPANY,

FOR SWATOW: THE Company's Steamship

Captain Hall, will be despatched for the would certainly speed best for the above Port, on SATURDAY, the 16th instant, at 10 A.M.

For Freight or Passage, apply to LDOUGLAS LÁPŘATK_&_Cog. General Managers. Hongkong, 14th September, 1899.

DOUGLAS STEAMSHIP COMPANY,

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

 $^{\circ}$ HAIMUN,

Captain Davis, will be despatched for the above Ports, on SUNDAY, the 17th instant, 1063a at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 14th September, 1899. NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.) THE Company's Steamship

"HOHENZOLLERN." Captain H. Kirchner, will leave for the above Poits, on or about WEDNESDAY, the 20th

For further Particulars, apply to -MELCHERS & Co.,

Hongkong, 14th September, 1899. NORDDEUTSCHER LLOYD.

SOTICE. STEAM TO SHANGHAL

THE Company's Steamship "SACHSEN!

Captain F. Mentz, due here with the outward German Mail about the 19th instant, will leave for the above place about 24 hours after For further Particulars, apply to

MELCHERS & Co., Hongkong, 14th September, 1899. CHINA NAVIGATION COMPANY,

FOR TIENTSIN AND NEWCHWANG. THE Company's Steamship

'at' No. 50, QUEEN'S ROAD CENTRAL, where "KWEIYANG," Captain Outerbridge, will be despatched as above on WEDNESDAY, the 20th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. "Hongkong, 5th September, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILAS THE Company's Steamship

"SUNUKIANU," tions affecting public interests, it must be distinctly under-stood that the Editor does not in any way hold himself Captain, Moore, will be despatched as above on FRIDAY, the 22nd instant. regionsible for opinions thus expressed. The attention of Passengers is directed to the Superior Accommodation offered by this a

The Vessel is fitted throughout with Electric

For Preight or Passage, apply to

Intimation.



A. S. WATSON & Co... LIMITED.

WINE AND SPIRIT MERCHANTS.

PORTS.

Red Capsule \$14.40 C. -FINE OUD VINTAGE, sup-

B.—Superior Pale Dry, dinner wine. Green Capsule - - -C.--Manzaniela, NATURAL SHERRY,

Cle! -Superior Qub Dry, PALE NATURAL SHERRY, Red Seal Capsule - - - 12.00

PALE Day, choice old wine, White Seal Capsule -E. -- Extra Superior Old PALE DRY, very finest quality, Black Scal Capsule (Old)

QUEEN'S ROAD CENTRAL.

(the Nongkong Celegraph

"You can only rely on the guaranteed "amounts. Dividends'are guaranteed also,

NOTES AND COMMEETS.

fault, if any, lies at the door of the Americans | LAST night an alarm of fire was given at West ONSIGNEES of CARGO, per Steamship.

ing thousands of dollars out of the pockets of himself and his confreres. If this should prove to be the case it will be unfortunate, but it cannot be helped. Tradesman must remember that the British law is made for asked for permission to carry an extra numher of troops before commencing the voyage there can be no doubt that the dictates of international courtesy would have rendered

complain at the British law being enforced. TELEGRAMS REUTER'S TELEGRAMS.

The last British despatch, which was delivered at Pretoria yesterday, is reported to be virtually

* Manager, Hengkong Telegraph" and not to the Editor. Communications intended for publication must be accom-panied by the name and address of the writers, not necessarily for publication; but as evidence of good faith. force for the Transvaal will embark on the 25th

OBITUARY.

"The death is announced of Mr. Cornelius, Vanderbilt the head of the Vanderbilt family,

Several large British firms have notified the participation in the Paris Exhibition.

(From Japanese Papers.)

The Recent Typhoon.

MATSUYAMA, September 5th. The loss of life and damage caused by the recent typhoon in this prefecture (Ehime) is summed up as follows: -828 people killed, 106 injured, and 87 missing; 140 houses domolished, 105 badly damaged and 302 less damaged, in addition to 78 washed away, while 483 houses were inundated.

NIHIAMA, September 5th. The losses of Mr. Sumitomo resulting from the Besshi mine calamity are estimated to exceed a million yen, when the expenditure for the relief of the sufferers and the repairs to workshops, roads, etc. are included. When indirect losses are counted, the total will reach a million and a half. The bodies washed up along the river Koku-

tyo remain untouched, as there is no money available to be used in their burial before the village assembly has met. [It seems hardly credible that the Government or local authorities can permit such a state of things. - En. Mr. Sumitomo, hearing this news, has asked that the bodies should be buried at his expense. The weather is more settled, but the temperature on the Besshi hill is very low, the maximum being 65° and the minimum 48°. The wounded people are in great difficulties.

Assault upon Viscount Miura.

TOKYO, September 5th. A dispatch from Takaoka, Toyama prefecture, to the Liberal headquarters states that as Viscount Miura and his friends (who are now on a political tour), were leaving the town of Takaoka in jinrikishas, each escorted by 'two policemen, a man named Terazawa sprang up | below the level of the houses in Hollywood from behind a wall and threw lime upon Viscount. Miura, and attempted to strike him with - \$10.50 | a piece of firewood. The man was arrested.

Prince Henry.

HARODATE, Sept. 5th. Prince Henry of Prussia proceeded to Sapporo yesterday.

WEATHER REPORT.

The Observatory report says:

On the 14th at 11.55 a.m. Barometric changes are unimportant. Pressure remains high over China and Japan, with slight gradients for N.E. winds on the coast and in the N. part of the China Sea. FORECAST: -- Moderate N.E. winds: rainy.

LOCAL AND GENERAL.

THE life saving appliances, etc. required by British law, having been put on board the Tartar, we are told that she will leave at 6 p.in. to-day.

LAU CHOI YUK, a prostitute, was sentenced to three months' hard labour for stealing an American watch and gold-chain from Francisco Wyircir, chief steward on board a Spanish yessel now in the harbour.

THE Shauki-wan' Road was breached by a flood last night at the Hongkong side of the Our correspondent Hongkong Tradesman [Metropole Hotel; a temporary bamboo bridge appears to have a great grievance against the will be got up as soon as practicable to pass Authorities for what he calls their mischievous | light traffic, pending the restoration of the road

> vas first discovered. JHIS morning the body of a Chinaman was

> fund on the new reclamation ground at the bitom of Wing Wo Street, nearly opposite No. Police Station. He had cut his throat nearly bm ear to ear with a razor that was found ose to the body. As it is plainly a case of sicide it is not expected than an enquiry will

the 67th Annual Meeting of the British Edical Association, held at Portsmouth durit the first week of August, a very interesting cemory was the presentation of the Stewart fize for research. The report, as it appears it the British Medical Journal for August th, run thus :--

The President thought they would all agree in him that he had an exceedingly pleasant ty to perform in Portsmouth. The Associan every two or three years offered a prize for learch in the origin and prevention of idemic diseases; it was a prize of £50. He Is delighted to say it had been awarded to irgeon Frederick James Abererombre Dalton, N., for his original investigations in beri-beri. the President, was sure there was no part the world more appropriate than Portsmouth present the award to an officer of the Royal livy, who by his original research should have this prize awarded to him, and it was a pleasant duty for him personally to per-. The President then formerly presented

geon Dalton was well known to many of lring the last commission of H.M.S. Plover is station. He joined Netley Hospital returning home and is now in H.M.S. spise. It was during the stay of the Plover ngapore that Surgeon Dalton made his dvations on beri-beri, and collected the alial for the essay that won for him the high oction of the Stewart Prize.

ONDITION OF NOS. 24-80. CIRCULAR PATHWAY.

e following minute by Dr. Clark, M.O. H. birculated to members of the Sanitary :-- "I visited these houses on the 111 land found No. 24 has a carpenter's son ground floor and this room has a thlateral abutment on the hillside as gram rabutwient rour back rakitainen ravettr Ince is a basement. It is occupied by six is and a basement notice should be served 40 rdinance 15th of 1804 by which it can used as a shop and only one caretaker Heep there at night.

ment is similar to that of No. 25.

No. 27 ground floor is used as a family home and is occupied by it adults and schildren. It has bunks but no cubicles. No. 28 ground floor is a tinsmith's

shop. It has no cubicles or bunks and is occupied by 11 adults No. 20 ground floor is used as a silversmith's work shop-I has two cubicles and is occupied by II adults. No. 30 ground floor is a hawker's dwelling. has 5 cubicles and is occupied by 6 adults. All the downpipes in the kitchens appear to

be more or less defective and this gives to the back kitchen wall, which abuts on the hillside, the appearance of sweating, but I satisfied myself that this was not so, but that the slimy moisture was derived from leaking downpines. Each of these rooms measures 30' x 18' and can therefore legally accommodate 18 persons so that it cannot be said that any of them are overcrowded, 400 cubic feet to 13.5 persons. As Nos. 25-30 are not legally basements the Board should, if they concur in the opinion of the sub-committee, apply to the magis trate under 23 of the Public Health Ordi-

nance, to declare the premises unfit for

human habitation, after a reasonable time (say

14 days) has been given to the owners by notice

(S. 18) to render them habitable. The following minutes were attached. Capt. Superintendant of Police. -- Dr. Lowson has not read the report carefully. The Committee condemned the ground floors of 25, 26 27, 28, 29, and 30 circular Pathway as unfit for human habitation. The committee did not say they were unfit for occupation as shops nor did

they condemn the upper floors. The Principal Civil Medical Officer. I visited the houses in Circular Pathway or the 8th inst. and find that they are practically basement dwellings as they abut on the soil

Dr. Lowson.

I have inspected the houses 24, 25, 26, 27 28, 29 and 30 Circular Pathway. The are in comparably better than many in the Colony. which are now receiving our attention, and what about Ezra Lane? And others close by i The ground floors of 24, 25, 28 and 29 are shops and free from Gubicles. The Cubicles on upper floors of all these houses are as a rule better lighted than will be the case in some o the floors of a building to be creeted on inland lot 98A, -- plans of which have been prepared by Leigh and Orange and passed by the D.P.W. and M.O.H. A understand, as according to the existing laws of the Colony. These plans, I am calling attention to in a special

In the circumstances at present N would delay tackling Circular Pathway. The whole town cannot be shut up at once. A personally conducted tour, I am sure, would lead the committee to agree with me.

RE-APPLICATION FOR PERMIS-SION TO ERECT TWO URINALS.

The following letter from Major Jeffrey: R. E. was circulated to members of the Sanitary

Hongkong, September 9th, 1899. Sir I beg to acknowledge receipt of your letter of the 1st inst. informing me that the Sanitary Board were unable to grant authority for a urinal in the house which is hired as, a mess for the officers of the R. A. I much regret to hear of this decision. The result of this will be that chamber utensils will have to be used in the lavatory, which the coolies will probably empty down the nearest drain, and I suggest for consideration whether it would not be more sanitary that the urine should be conducted, diluted with water, into the proper channels, than that, it should be thrown undiluted into what will most probably be-a storm water drain. I would be very grateful if your Board would kindly reconsider this application. It is a matter which affects in a great degree the comfort of the officers of the Mess.

The following minutes were attached:-Medical Officer of Health. Seeing that almost all urine finds its way into the drains I fail to see why the Board should not grant permission for the erection of urinals with adequate water supply. I observe that the Board's Surveyor is of the same opinion.

Director of Public Works. - Should certainly Capt. Sup. of Police. The same arguments might be applied to the whole city. The water

THE TROUBLES OF A MONEY

LENDER. BIG RATES OF INTEREST.

At the Supreme Court to-day, before Ili Honour W. M. Goodman (Acting Chief Justice), Fuckeera Mahomed, who describes himself as a broker, again came up for his publicexamination!

In reply to Mr. Bruce Shepherd (Official Receiver) the debtor said he first got into difficulties in 1894 through some people to whom he had lent money running away. He first began to borrow money in 1893, when he paid interest at the rate of three to five per cent. per annum. He charged from 45 to 60 per cent, per annum. He had borrowed about \$24,000 during the three years, and in the same time he had paid into the bank from \$55,000 to \$56,000. His statement of affairs showed \$45,000 owing by him: He did not keep books. He had never been to school. He knew how he stood with his creditors because he remembered. He did not go to people for their money. They brought it to him because they knew he was doing the business. Most of them were Government servants. He lent about \$30,000 for them. They charged him 36 per cent.! interest Sergeant Tom Ford lent him \$1,894 a 36 per cent. per annum. These Government servants were mostly in the police; some were in higher offices. His insurance policy for \$3,000 was in the hands of A. G. Stokes, He had not given his wife jewellery for the past four years, she was too old to care for it His creditors had agreed to accept 50 per cent. of he paid \$50 per month. He sold some of the jewellery he got from Falconer and Co. He' had paid them \$5,000 and still owed them \$4,000. In reply to Mr. Gedge, the debtor said he commenced getting jewellery from Falconer and Co. in December, 1895, and he also bought from them in 1896, 1897, and 1898. He pawned a watch which he obtained from them and paid the money to his creditors. Before buying the watch he told Falconer and Co, that he was in difficulties. He also pawned a diamond ring and some diamond ear-rings which he obtained from them, and paid the money-\$115-to his creditors. He become insolvent in 1894. The examination was closed.

THE MINUTE HE WAS BORN.

some parents to start their children as wage. Milk Co, he had used it for 25 years, Itais carning machines is given in the report of one commonly known as the "Hing Mark " among 5. ground floor is used as a silversmith's of the inspectors of schools :- "A boy stood the Chinese." Hop. It has an abutment against the up in his class exactly at 10.30 Being usked By Mr. Hastings He did not know the on back kitchen wall but this kitchen what he wanted, he replied that his mother had Snake Brand; the price of the Eagle brand; was innened out and the shop is therefore told him be would be thirteen years old at that 35 cents. Ansement. It is occupied by 11 persons. moment, and that he was to demand his release Mr. Hastings said that he would not now Fround floor is used as a family home at once in order to become a full-time worker. I take up much of the Court at time as he had a as three cubicles-It is occupied by 8 This gentle mother belongs, says the Dally witness who was anxious to get away; but British Commission of their withdrawal from and 2 children and is not a basement as News, which gives the extract, to a manuface would reserve his address until after the will turing parish near Bradford.

ASSAULT WITH A BOTTLE.

. This morning, at the Magistracy, George Williams was charged with assaulting Joseph John Spooner, at the Hongkong Hotel. J. J. Spooner, Chief Excise officer of the

Opium Farm, said that about 1.30 p.m., on the? 13th instant he was sitting at a table in the Hongkong Hotel with Capt, Sherman and a friend. He felt some one behind rubbing the top of his head very hard with his hand. He'? looked up and said defendant and told him not to do it again. Defendant rubbed his head again and complainant again said "stop that." Defendant began rubbing the third time and the witness jumped up and defendant aimed a blow at him which missed. Witness caught hold of defendant by the shoulders and he--caught complainant by the jacket and shirt. An American soldier came up and told defendant to let him go and he did so. Complainant then sat down and said to the soldier "d'ont strike that man, I know him"; the soldier went away and sat down. Defendant then began calling him a fraud and a beast and various other insulting names. He said "for goodness sake shut up" and turned to speak to his friend when he received a tremendous blow on the head from one side.

He could not see who struck it. He was stunned for a little and when he came to he saw defendant on the floor and some American soldiers kicking him, while others said, "don't touch him—get a policeman."

Complainant went into the lavatory and got his head washed and when he came out he saw a number of people and an Indian sergeant of Police outside in Lewy's shop. He said he wanted defendant arrested and went to the

Cross examined :-- ' The first time defendant rubbed his hair he told him not to do it again. He thought he was under the influence of liquora. The second time defendant touched him he (defendant) said, "I'll smooth it down for you." He did not call defendant a fraud; defendant called him a fraud and a beast. He did not understand

yet why he was struck. Hale Crawford Shearman, a Master Mariner, gave corroborative evidence and said he had seen defendant strike Mr. Spooner on the top of his head with a soda water bottle. Some American soldiers interfered and offered to fight defendant instead of him striking an old

George Hoff, a commission agent, who was sitting at a table near by, gave evidence in support of the prosecution.

The defendant stated that when he played with Mr. Spooner's bair he did so as a joke, in play. He seemed to get annoyed and that began the trouble, defendant sat down at his table and they had some words together. Complainant remarked he was a fraud. Two soldiers were there and they came to the station with him. They were not in court. He lost his temper and struck Mr. Spooner with the bottle. He had no malice and did not mean to do any bodily harm. He did not know why be did it. He had no witnesses.

His worship imposed a \$50 fine or, in default; two months' hard labour, the latter alternative.

A MILK CASE.

This afternoon, at the Magistracy, Chan Fuk Hing, carrying on business at 280 Queen's Road Central, was charged with forging labels on condensed milk tins.

Mr. Gedge prosecuted and Mr. Hastings. appeared for the defence. Detective Sergt Morrison said he had? attended at 280 Queen's Road Central on the 31st August. He found sixteen tins of milk exposed for sale in a show case (tins produced.) The tins were wrapped up in a wrapper with an imprint of an eagle, the label on the tin was similar. The defendant was present at the time. Witness could not say if he were the

master of the shop. He also found two empty boxes (produced.) By Mr. Hastings .- The tine found had in large letters" Snake Brand" and the same words repeated underneath the snake, they also had the words "Prepared in Holland" written on the label, also a quantity of Chinese characters, Mr. Gutieries, clerk in the Colonial Secretary's office, gave evidence of supply is not adequate, that's just where the the registration of the Gail Borden Eagle Brand Condensed Milk and also of its renewal on the 17th May, 1899. The label on the tin produced in court had not been registered. Lo Jo Man, a Chinese detective, gave evidence of purchasing a tin of milk from 280 Queen's Road Central on the 13th August. He went there to to buy the Hing (Eagle) Mark milk (tin produced. He had paid 20 cents; the proper price for the Hing mark is 35 cents. The Eagle on the label on the purchased

tin was like the Eagle in the register. The defendant was in the shop at the time. By Mr. Hastings.—He had bought condensed Milk before but he did not know the different brands. He did not know the Snake, nor the Snake and Eagle Brand. He had known the Eagle Brand about ten years; that is the only brand he knew of in Hongkong. He used condensed milk himself, the Eagle brand. The Eagle Brand is the only kind he had ever heard of. The inspector told him go to buy some milk and he had paid for it with his own money. He did not know that the Engle brand sold for 35 cents and the Snake brand for 20

cents. He was a constable. By Mr. Gedge? He had never heard of any Chinese name for the Snake Brand. He.knew. there were other brands sold in the Hongkong market He knew the Milkmaid Brand and

the Farm Milk Brand. Luk Yau, a cook, living nt No. 20, Cross Street, said he knew No. 280 Queen's Road Central. He did not know defendant, He went into the shop on the 12th August to buy. a tin of Eagle Brand Milk. He paid 20 cents for it, (tin produced). The shopman gave him the tin and said Eagle Brand. Witness looked at the tin and saw the picture of the eagle and so took it and went away.

By Mr. Hastings.—He was employed in a brothel. He had bought it for his own use, he did not know whether he was a witness or not. The last witness had asked him to come. The detective came to his house and asked if anyone cat milk He was servant at the brothel. He had been in the habit of buying that kind of milk since the second moon, He always paid 20 cents a tin; he had not heard of a more expensive kind. He had never bought any other kind. He did not know of ever having bought any of the genuine Eagle, brand but he was certain

he had never paid 35 cents for milk. Mr. Gedge called a witness to prove that others had been deceived by the same brand of milk as sold by the defendant, Mr. Hastings, objected, highing that what unybody elected ald

had no bearing on the defendant. Inspector, Hanson said he was acquainted A striking illustration of the eagerness of ewith the mark of the York Condensed

nesses evidence had been taken. He would

Hongkong, 14th September, 1899. 11752 learnt on application.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

TO ADVERTISERS.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Telms can be

ESTABLISHED A.D. (84).

(For Invalids and General Use.) B.....Vintage, superior quality,

erior quality. Black D.—VERY FINE CLO VINTAGE extra superior, Violet Capsule, (Old Bottled) 20.40

Capsule -

THERE will be a MEETING of the above D....VERY SUPERIOR OLD Lodge, TO-NIGHT, the 14th instant, at Hongkong, 14th September, 1899... [1163a

> Bottled) (- - - -A. S. WATSON & Co., Limited.

Hongkong, Thursday, September 14, 1899.

THE "TARTAR." meddling with the transport Tartar. We way, are not of his opinion, and think that the

themselves. They chartered the ship, and Point, and warning was immediately sent to it is only reasonable to suppose that in doing the fire station. Fortunately, however, before so they were fully-aware-of-the-number-of- the-brigade arrived on the scene the fire had men she was entitled to carry according to been extinguished by Police constable Perkins, Do you know what the Guaranteed Cash British law. If they were not, then it only who happened to be on the spot when the fire serves to show that the department responsible for the chartering of transports did not carry out its duty. It was the American Authorities who sent the Tartagto Hongkong and it was their own men who complained of her overcrowded state. The complaint being | made, the Harbour Master could do nothing else than refuse to grant a clearance as soon as he had satisfied himself as to the facts of the case. If the vessel was overcrowded; and she must have been carrying, passengers in excess of her licence for action to be taken, then it was the duty of the Harbour Master

to act as he did, he could not do otherwise. Had he been content to wink at matters and refuse to listen to the complaints put forward, then he would have been responsible had an accident-happened, and we do not think that even Hongkong Tradesman would care to have the lives of over a thousand men put upon his hands in

this manner. Had the Tartar been an American commissioned transport then the Harbour Master could have had no say in the matter. The American Authorities could have packed the men like-sardines had they chosen to do so and nobody in Hongkong could have raised objections. Tradesman states that, this action of the authorities will prevent the transports from coming here and so be the means of tak-

everyone and even a foreign government is Wrize to Surgeon Dalton, who bowed hisbound to respect it. Had the Americans | lowledgments." the granting of such permission an easy matter, but, as they failed to do this, they cannot

THE TRANSVAAL DIFFICULTY. LONDON, September 12th.

an ultimatum. " Lieut.-General Sir George White has been appointed to the Natal command. General Sir Redvers Buller will only go to the Cape if an Army Corps is sent. The entire Indian

at New York.

we are likely to be in the fighting line round

Manila." Lieut. Bates made special mention

of the skill with which Capt. Domis had

brought the ship to beach, remarking that in

less able hands the ship might, have got down

in deep water. It is unfortunate that the

captain and the chief officer should have been

almost the only individuals to lose all their per-

sonal belongings. This arose through the sud-

and was, owned in New York .- Kobe Herald

THE "ARGYLL."

The value of the preparatory work which has

heen going on alongside the stranded steamer

Argyll for some days past was put to the test

last evening when, the tide being favourable,

the N. Y. K. steamer Kokura Marn and an-

other vessel endeavoured to tow the huge

occan carrier from her sandy bed. Unfortunate-

ly all the efforts proved unavailing and one wire

hawser was snapped in the attempt. The

Argull's own engines were turned over in the

hope of assisting in the movement of the

steamer but her own power had no effect on

the situation. The operations, which lasted

from about 6 o'clock till 7.30, were carried on

under the personal supervision of Captain

Thompson, /whose patience under extremely-

trying and arditous circumstances has won the

Has it occurred to the parties most interested

that perhaps Admiral Seymour would render

assistance? The Commander-in-Chief of the

British Squadron in Asiatic waters is now at

okohanga and might easily be applied to, and

we doubt not that if the position of affairs was

explained His Excellency would consent to

detacle a ship or two to assist in releasing the

ship. The idea is certainly worth considera-

The claim for damages against the Captain

of the Argyll has been withdrawn by the

plaintiff Fujita Matsutaro, the case being about

to be settled by the arbitration of Mayor

Narutaki of Kobe and Mr. Er He-Hunter.

The Captain, we understand, chas agreed to

pay the amount of actual 'damage done.--

THE CO-OPERATION BETWEEN

JAPANESE AND CHINESE.

A Chinese merchant of Yokohama, engaged

in export business, has entered into partnership

with Mr. Wada' of the same city, in order to

work a coal mine in the southern part of China.

The coal obtained from this mine is said to be

excellent in every respect,-in fact, it is said to

be not inferior even to Cardiff coal. The Agri-

cultural and Commercial Department has been

approached on the matter, also, the Foreign

Office, with a view to obtaining official counter

nance and at the same time to ask that efforts.

be made to get the Chinese Government to re-

cognise the partnership in the colliery. This

latter part of the story it is somewhat difficult

to believe, however, as the Foreign Office is

known to object to fresh diplomatic, responsibi-

lities being incurred. Except for the purpose

of furthering the Imperial policy,- namely, that

of cultivating the closest friendship with China,

-- the Government will not be likely to do any-

thing to assist the combination .-- Nobe Chron.

HOW TO TREAT THE FOREIGNER.

INSTRUCTIONS TO HIGGO KEN POLICE.

Tokvo, September and.

respect and admiration of all.

KOBE, September 6th.

The Morgan City was a vessel of 3,800 tons

den and unexpected collapse of the ship.

only say that his defense was that there was no infringement, no such likeness calculated to decoive, and even if there were the defendant had acted quite innocently and was not responsible. He had done nothing to the tins, they were the same as received from the importers as the milk was prepared in Holland and if anybody was to be proceeded against merely retailed the goods as received.

Hongkong of Hotz Jacob & Co, whose head | bard breathing and diarrhoea; No. 2 temp. 104.4 office is at Rotterdam, said they had been for no other symptoms of sickness apparent. A the last two years importing the snake brand | 6 a.m. 7th inst. one animal (No. 1) was found The labels also come from Holland. The considering the former symptoms I am o boxes are also supplied and have snake brand opinion that the animal died of rinderpest. The had ever been made by the New York himself or pay the Government coolies for the Snake Brand. He only knew the and stink. I had the carcase buried by the price of the "Milkmaid" and not the price | coolies employed at the cattle depot; who of the " Eagle." . The price of the Snake Brand | thoroughly disinfected their bodies and clothing was \$1.65 per dozen. There was a great difference between the two labels, the first being that on the top side we put "Snake Brand."

Brand there are no Chinese characters. The pest, yet he cannot be positive as all the words impressed on the top of the tin are symptoms of the disease are not present. entirely different and also a slight difference in the size of the tin. Anyway there is a great difference. The Chinese cannot read so they must know very well that one is the "Eagle Brand" and the other the "Eagle and the Snake." By Mr. Gedge. -- All the differences given are

in English. The Milk is imported principally -- for the Chinese. He did did not know where his cargoes go; probably into the interior of China. Suppose he were an ignorant Chinaman he would notice the Eagle first as that was the principle factor. The last import was different from the Snake brand, in which I the snake looks more like a scroll. The Eagles on the Snake brand are not identical with those on the Eagle Brand. The wings are stretched in both cases. This is the first time he had heard of the Hing mark.

He did not know if they could take most other mark than the Eagle as it was taken before his engagement. It is not his intention to deceive and he did not know that he did so.

Mr. Hastings said he had one mee witness to call and would probably take about an hour; he suggested the further hearing be adjourned. His Worship concluded with this suggestion and adjourned the hearing until 2.15 p.m. next Tuesday, defendant being released without

CORRESPONDENCE.

IWe do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE TRANSPORT "TARTAR? TO THE EDITOR OF THE MHONGKONG TELEGRAPH"

Sir,-With your kind permission I should like to raise my voice against this mischievous meddling by Government officials with British shipping. Nearly every report that is now issued on shipping matters shows that although the number of vessels flying the British flag is. on the increase, this increase is in no way in proportion to the advance made by other nations and I believe most shipping firms will agree with me when I say that this state of things is mainly due to the vexatious rules enforced by the Board of Trade, which in many instances have forced British owners to fly a foreign flag.

It certainly is not my intention to oppose a proper regard to the safety of British subjects but I do not believe it is the duty of our authorities to interfere in the arrangements made by a friendly Power when, in their estimation, due precautions have been taken to ensure the safety of their subjects on board a British vessel, as in now being done on board the chartered transport Tartar. In the whole of this quarrel our officials have seemed to have acted in a most-arbitrary manner and have quite lost all ideas of common sense and the fundamental principle of the greatest good for the greatest number. The military officers have noteso I am led to believe, been approached to see if an amicable arrangement could not be arrived at. The refusal of the ship's clearance papers was only grounded on the complaints made by the disatisfied discharged regulars who were disappointed in not obtaining a first class. passage to America without extra payment, the fact being that the British Government has been made to pander for the benefit of a few to the detriment of the many. All on board the Tarlar are eager to get home and the merchants of Hongkong are eager for the American transports to come to this port, bringing as they must do a great deal of ready money here, and still these advantages have to be gainsaid to suit a few insubordinate discharged soldiers whose chief aim appears to be that they may have a good time and do not mind how much harm they may do others.

Thanking you, Sir, for the insertion of this letter, which I hope may call forth the opinion of other commercial men on the disadvantages accruing from flying the British flag. I am, etc.,

HONGKONG TRADESMAN. Hongkong, September 14th, 1899.

AN EXPLANATION. "To THE EDITOR OF THE !! HONGKONG TELEGRAPH." SIR,-In your issue of yesterday, 13th inst. you publish an interview with Brig. Gen. Funston U.S.V. in which occurs the following paragraph; "He also asked that the following -might he-made-public; since their visit to Hongkong, they had recognised a young man, dressed as an American assistant surgeon, as a deserter from the U.S. Hospital Corps, unfortunately the man decamped before they could have him arrested."

As a great many people have supposed that they referred to me I beg to state that it cannot be so and to request you to publish this letter in order that there may be no misunderstanding. I have never been a member of the Hosp.-Corps. U.S.A., which Corps is composed of non-com-

belonging to the staff. under the command of the Surgeons.

Officers do not desert ; but may be absent vithout leave My contract with the U.S. army was annulled on the 15th day of August.

alone Gen. Funston is connected. His statement has probably caused some

inconvenience to others besides myself and

The facts which I have stated are capable of easy corroboration:

Yours truly, "R.FI.EMING-JONES, M.D., ex Actig Asst. Surg., U.S.A. Hongkong, September 14th; 1899.

RINDERPEST.

The following report from Mr. A. Watson, Acting Inspector of Livestock, has been circulated to members of the Sanitary Board :-

Sir.—I have the honour to report that on the

5th inst. two animals were admitted into the cattle depot from Kowloon; as they appeared to for infringement, which he depied, it ought to be sick, I had them placed under observation in be the importers and not the Chinaman who the Segregation Shed. Their temperature then was No. 1 104.8', No. 2 103.4" on the 6th inst. Mr. Wilhelm Engelbert, a representative in their temperature was No. 1 105.2°, symptoms into the market. It is prepared in Holland. | dead and from examination of the carcase and on the outside. Large quantities have been other animal is still under observation. Temp. sold in the Colony. He thought he had sold to 103.4° (refuses food, but no other symptoms the Sui Yik shop. The contact produced of of sickness apparent as yet.) The cattle broker 19th December 1898 showed that 50 cases had | who admitted the animals into depot, refused to been sold to defendant. No complaint either bury the carcase of the animal that died, Co. of their infringing their trade mark. | doing so, stating that he had no money to pay Their milk went among the Chinese as the expenses and that the carcase could lie there

Minutes attached to the report. G. W. Duggan, 7th inst. These are the 'Secondly there is an engle fighting a snake. [two animals I spoke to you (President) Further on this one there is imprinted about; the second animal is according to "made in Holland." On the wrapper of the report better than it was yesterday; at the Snake Brand the directions for use least its temp, is lower. Mr. Watson says that are in Chinese characters, on the Eagle although he thinks the disease is rinder-Medical officer of Health, 8th, inst.

when finished.

According to Byelaw 6 the carcase is to be disposed of in such manner as the Board may deem fit, therefore, I presume at the expense of the Board; inform inspector accord-

Acting Insp. of Livestock, 9th- inst. I have the honour to report that the animal placed in segregation by me on the 5th inst, and marked No 2. in my report of the 7th inst., having developed no further symptoms of sickness and the temperature having gradually subsided, till for the last 2.; hours, it was normal. I passed it and had it slaughtered this morning.

The following report was eirculated to members of the Sanitary Board. By Dr. James A. Lowson, dated and inst.

I regret to report that yesterday 4 animals (3 bullocks and t heifer, were admitted to the observation shed at Lap Sap Wan yesterday with signs of rinderpest. I saw them this morn? ing. They were suffering so severely from rinderpest that, anticipating sanction, I ordered them to be destroyed at once, as they were in a painful condition.

They arrived from Nan Tan yesterday-the same same place as the two came from, which were affected at Kowloon depot earlier in the week. I thave no doubt the Chinamen knew they were sick when they were imported. No compensation is paid in this case.

THE PLAGUE.

Cases reported to 13th instant do. during past 24 hours...

Total... 1,446 Deaths reported to 13th instant1,385 do. during past 24 hours...

THE INCREASE OF THE SPECIE BANK_CAPITAL.

-Total... 1,389

Tokyo, Sept. 2nd. The directors of the Specie Bank are of opinion that, though it may be well to double was stuck firm in the sand at the bow while of Police Stations. the Bank's capital, it is not necessary to call .up the whole amount at once! Half the amount-Y6,000,000-is considered sufficient for the present, the rest being called up as circumstances may require. Even the whole of Y6,000,000 is not to come directly out of the the shareholders' pockets, as the profits made by the Bank in handing the public loan bonds for the Government are to be declared as a special dividend and counted in part payment of the proposed increase in capital .-- Kebe

A JAPANESE MARINE COMMIS-SIONER TO VISIT CHINA.

TOKYO, September 2nd. The increased attention now being paid to the Far East and its commercial routes by the Governments of Europe and America is about to find a response in Japan. The Communications Department has decided to dispatch a commissioner to Eligra; Talienwan, Shanghai, Hongkong and other ports, who will study the local conditions, of further trade and maritime expansion, and more particularly the state of Japanese shipping as carried on under the Subsidy Act. The report that a large Russian steamship company is being organised in view of the opening of Talienwan is to be inquired into, as its coming into existence may affect the Japanese shipping industry. Further, the Government is beginning to realise the difficulties which must attend the ocean-carrying trade as engaged in by Japanese companies, and i is held that whatever loss is incurred; under this head must ultimately be recovered from the maritime exploitation of Far Eastern waters. The Government now clearly sees that the only remedy for the present state of things lies in this course. Hence, its anxiety to fully investi-

DEATH OF GENERAL LE GENDRE.

gate the situation.-Kobe Chron. Cor.

A telegram from Soul announces the death on the 2nd instant of General Le Gendre. adviser to the Korean Government. General Le Gendre has for many years been a con- the quality and quantity of the rations above the room, and leave them in the proper place. spicuous figure in the Far East. In the early | what they have been accustomed to even on the | The former is however sometimes carried into seventies he served as United States Consul in | most comfortable days on the voyage. Amoy and there acquired a considerable knowledge of Formosan affairs. Coming to Japan just when this country was involved in a dispute with China about the latter's responsibility for an outrage perpetrated by the Formosan aborigines against some shipwrecked natives of the Riukiu Islands, he placed his services at missioned officers and men; all Surgeons the disposal of the Japanese Government, and was appointed adviser to Mr. Okubo, who had-Detachments of the Hosp Corps are placed chief direction of the expedition sent by Japan to inflict punishment on, and seek redress from, the Formosans. General Le Gendre resided in Tokyo for many years after that event. "He possible in this direction. The question of the had been munificently rewarded by the Japan- insurance of the ship is in a rioubiful position; ese Government for his-services in Farmosa, Capt. Dorris not knowing whether the Ameri- tions or articles in the room. I have never had any connection with the and he devoted his time in Tokyo to literary can Government or the owners hold the rights Volunteers, with which branch of the service | pursuits. In 1886, he received the appoint in this matter. ment of adviser to the Government of Korea. in succession to Mr. Mollendorff, and since crew and the troops and their officers re- just as they were when you entered. that time the world has not heard very iterate their appreciation of the attentions paid should have been accompanied by names and much about his doings. He must have them by the Japanese. Major Wittich, who clothing and an unkempt head are an insult in reached a mature age, for he served in is the officer in charge of the soldiers, said on civilised countries. the War of the Secession in 1863, losing an eye | this point,-"You connot lay too much stress and suffering other severe injuries. He was on the friendliness of our treatment and recept them clean. understood to have been engaged for many tion by the Japanese. They have done everyyears on the compilation of an anthropological thing possible to assist us in the matter of food attention to the trousers. work demanding the widest research, but it is and other respects. For shipwrecked men weto be feared that death has prevented the could not be more comfortable. In fact I

"MORGAN CITY" WRECK.

Kone, September 6th. Onomichi, Tuesday night .- I have to-day visited the wreck of the Morgan City and walked through and about the beach encampment of the troops she carried. I send first a few supplementary details of the manner of the wreck of the vessel, the subsequent landing of the men and facts bearing on other points passed over in the hastily written account sent | Cor.

FURTHER DETAILS OF THE DISASTER.

All agree in saying that the night of the wreck was a bad one for navigation and the manifold perils of the run through the Inland Sea made the risk all the greater. As mentioned in yesterday's account, the troops were all below when, between three and four o'clock of Saturday morning their ship struck. Several of them I have spoken to declare however, that they clearly heard the men on the look-out give the word to the bridge, " Land Ahead," three or

four times in succession. It was just on top of the last shout that the vessel took the rocks, so it is said. I mentioned yesterday the expedient of shifting the troops several times in succes sion to the port and starboard sides of the deck which was employed to assist in moving the transport back off the rocks. The time taken to accomplish this ran to about an hour. The point where the Morgan City struck is an irregular headland jutting out from an island into the course through the Inl, ad Sea-its name according to the chart being Ategi Shima. is said that the pilot was expecting to make a light which is some four or live miles further on. The place where the ship was beached and is now sunk is a small semi-circular bay on the western face of the island of Inoshima -- distant probably some four, miles straight across the Inland Sea fairway from the headland on which the vessel ran. When the vessel was got clear of the rocks it was at first supposed that she had only slight injury, but it was soon made clear from the rapidity with which the water rose forward that she must be seriously holed. It is stated that the rent in the plates extends to as much as 42 feet, but be this as it may nothing was given out among the men as to her dangerous state. Her head was made straight for a good beaching point, the water all the while gaining swiftly. It is an open question whether there was much more than a minute or two between the safety ... whichsevery man on board now finds himself and the certainty of drowning for a great proportion of the troops and crew. As already described, the ship's keel did not find bottom before her stokehold, engineroom, and half the bunkers were flooded. She got down nerceptibly- for dawn had grown ere the Inoshima beach was reached every yard of water she went through, and most of the men saw it. Safety was got by a hair's breadth, as has been said, but even as the ship settled to her bed among the sand numbers of the men jumped clear, in the supposition that she was settling to go clean below. Among these were many who could not swim, but they were kept atleat by others and nobody went down for good. Every one will do credit to the fine discipline and calm assurance which kept back possible panic. There was naturally some commotion, some excitement and some rushing for life belts but nothing so

the American soldier. The landing of the troops and crew was carried out in daylight which had of course arrived by the time the ship was beached. The sampans and heavier boats of the Japanese were used with the ship's own boats so that a comparatively short time sufficed to put the whole thousand on the land. Moreover the position of the ship permitted the removal of a considerable quantity of miscellaneous stores, cooking utensils, bedding. odd-pieces-of-furniture-und-other-convenient- Mr.-Ikigami-Shiro, Chief-Police Inspector of material. The transport lay very nearly bows Hiogo Ken, has issued the following under but well affont in the after part. She Instructions relating to foreigners to the chiefs the rest of her hull swung on the surface as on

he is reported to have been seen ashore and

probably will be found. The ship went down

astern about half past three on Saturday after-

noon. She now lies about a stone's throw

from the beach. Nothing of her hull is above

water but about a half of her fo'c'sle

head. At high water the sea is laving about

the O and the R of "Morgan," and from

beach one can see the fo'cale head stan-

chions mistily green a foot or two underwater.

Three quarters of just the rim of the funnel

show and about half the main mast. The ship

lies therefore on a steep shelving bank. The

beach' meantime; is, as may be understood a

sight to see. A better spot for the shelter and

tendance of ship-wrecked men could hardly be

found on a long seeking. The semicircular bay

is almost narrow enough for men to understand

each other shouting across from the two points

mile of green crop-land in the hollow which

seaward. Between the green rice fields and

the green bay there is the white strip of pebbly

beach. Right from horn to horn of the semi-

circle this white strip is planted with khaki-

clad figures topped by the American broad-

brimmed pyrainid hat. All day long there is

constant movement among the men, and this,

with the other varied scenes incidental to

Arrangements were concluded to-day at

crew of the Morgan City will go either to Kobe

or Nagasaki for shipment back to the States.

Which of the ports they go to has not been de-

cided, but Capt. Dorris is in communication

With regard to the possible salvage of the

transport we understand that Capt. Dorris is in

considerable as to discredit the fine name of

1.—It is the principle of international intera pivot. Detachments of the troops were told | course to treat visitors from far off lands kindly off to assist in saving what was possible out of and politely, and it is also the common spirit the vessel and this work went on right to the of civilised nations to live in harmony of feeling moment when she finally got down to be all towards each other and to endeavour to procure her length on sea bottom in five or six fathoms smoothness of relations and intercourse. 2.-- Many foreign residents understand the of water. She had heeled over some time Japanese language and it is better to try to before but short warning was given of the final sinking. It is not quite clear indeed whether first address them in polite Japanese. one man did not have too brief warning to save

3.- Never use any unpleasant words or himself. One man on the roll is missing but | criticise the foreigners' movements, clothing or his business. He is able to understand our meaning very often even if he cannot speak

4.—Try to prevent any unpleasantness towards foreigners while they are shopping by allowing a crowd of bystanders around them. 5. - Foreigners treat dogs better than we can think of and a diligent search should be made the heights that rise straight from the and good protection given when notice of a missing dog is given. When a house dog barks at you, you should tell the servant of the house to pacify it. Don't treat it roughly. 6.--Foreigners take it as impudence you stand or patrol within their hearing while

> to be careful about these petty matters. 7.—When you call on a foreigner you should not go in the early morning, at meal hours, or day 13th inst. at 4 p.m. late at night if you can help it. The best hours for calls are from 9 a.m. to noon and 2 p.m. to

they are engaged in conversation, and you are

which are its limits. There is half a square | 6 p.m. 8.—You, should pay good at nation to your clothing prior to your call and should be every runs from the beach rising, quickly up to the careful not to commit any blunders during your sides of tall precipitous Japanese mountains. The prospect is shut out everywhere except to

9.—You should ask for admittance by pushing a call-bell or striking a gong placed before the door for the purpose. If there is no bell, knock at the door with your finger but never call out for admittance.

10,-If, the usher appears at the door you should ask him if the foreigner you want to see is in and deliver your card to be conveyed to

camp life make the vicinity of the wreck him. picturesque and lively. The men mostly sleep 11.-Before you enter the house you should on the shingle under cover of a sheet of ship's clean your boots on the shoemats placed at the H.M.S. Boyaventure. ,, canvass or nothing. They are living well entrance.

meantime, the supplies from Kobe and from 12. When you call on a foreigner in private the neighbouring villages and people raising clothing take off your hat and overcoat outside 13.—Never carry a lighted eigar or eigarette

Nagasaki for the despatch from that port of a linto the house.

vessel to take off the men on Thursday. The 14.—Don't take a seat till your are asked to. 15.-- Greetings to foreigners are conveyed by a simple bow. Don't shake hands with them if you are not invited to do so. It is a gross insult to put out your hand to a lady before she does. i6.—A prompt answer to any letter will give with the American Consul at Kobe on the

satisfaction.

17.—Conversation should be simple yet polite and must not take too much of the foreigner's negotiation with a firm to undertake what is I time. 18.-When ushered into a room before the mmeter-take-a-seat-but-do-not touch the decora-

19.-Don't spit in or out of the room. Never smoke in presence of a lady. It should be added here that both the ship's / 20.—Leave the doors or gate at your exit

21.-Dress your hair and beard always. Dirty 22.-Cut the finger nails properly and keep

23.=Button up your uniform and pay special

24,-Keep your boots clean always. 25,-Keep your handkerchief clean and achievement of that purpose:- Japan Mail. - | should-say we are very much better off than never carry a soiled one. - Kobe Herald.

JAPANEBE YARN.

The Osaka Mainichi states that the demand for Japanese yarn continues to increase year after year. The increase in the demand it con siders partly due to the increase in the facility of communications, the opening of various ports largely extending the field of sales of the yarn, but chiefly to the remarkable increase in the number of weaving looms in the

SHIPPING REPORTS.

Captain Filmer, of the steamship Hongkong Marie, from San Francisco, reports:-Fine weather throughout.

Captain Conradi, of the steamship Moyune from Liverpool, reports :-- Fine weather through out the passage.

Captain Davis, of the steamship Haimun, from Tamsui, reports: - Moderate N.E. winds, fine cloudy weather throughout. Vessels in Amoy:-Irene, Amoy, Meefoo, Jason, H. Leong, C. H. Keang, Vale of Wood, and a Japanese cruiser. In Swatow:-Kiangnan, Dagmar, and Tailee.

NOTANDA. CALENDAR.

SEPTEMBER. Meleorological means based on fifteen years observations to 1898. Barometer29.824 Rainfall 8.33 TO-DAY, WEATHER REPORT. On date at On date at

10 a.m. Humidity 9t Rainfall.....3.80 TO-DAY. Thursday, 14th September, 1899. Chinese-toth of 8th moon of 25th year of

Kwangesii. Sun—Rises 5hr. 47min. Sets 6hr. 3min. High water-Morning 2hr. 26min. Afternoonnone Afternoonnone No Inferior high-nor low-water.

ANNIVERSARIES. 1762-A scouting vessel of the British fleet under Admiral Cornish took soundings 🦠 in Manila Bay. 1852 -- Duke of Wellington died. 1864-The Hongkong Volunteers called out on | 50 Chinese.

account of riots. 1874 -- Public meeting re the Customs Blocade of Hongkong.

1881 -- British tea manufactory at Hsi Cheng destroyed by fire. 1806 -- Pornado at Tientsin; 22 persons drowned.

TO-MORROW. Friday, 15th September, 1899. Chinese-rith of 8th moon of 25th year of Kwanc-su. Sun-Rises 5hr. 47min. High water-Morning 3hr. 48min. Afternoon 7hr. 14min. Low water Morning ohr. Smin. Afternoon Johr, 2.smin.

ANNIVERSARIES. 1841-British barque A'ite wrecked in Formosa 1843—Revolution in the Punjaub.

1859-Sir J. K. Brunel died. 1867—Eleven public gaming houses opened in 1875-Tonquin ports opened to foreign trade.

1880-Serious disturbance at Canton at the French Cathedral; several rioters shot. 1882 - Arabi Pasha surrendered. 1884-- Typhoon at Yokohama and Tokio. 1887—Chinese transport Waylee driven ashore

on Pescadores : unwards of 370 lives 1894-Pingyang captured by the Japanese.

1898-Porte refused to withdraw troops from Crete. Philipino Congress opens a Malolos, Luzon.

SHIPPING AND MAIL NEWS.

. MAILS DUE. English (Goromandel) to-morrow. German *(Suchsen)* 19th insta Indian (Kumsang) 20th inst. American (China) 21st inst. American (Doric) 30th inst. Canadian (Empress of China) 4th prox.

The steamer Kumsung from Calcutta and Straits left Singapore for this port on Wednes-

The Canadian Pacific Railway Co.'s R.M.S. Empress of China left Vancouver on Tuesday, the 12th inst. afternoon, for Hongkong, via the usual ports of call.

The Imperial German mail steamer Sachsen carrying the German mails with dates from Berlin of the 21st ult. left Singapore to-day the 14th inst. at 8 a.m. and may be expected here on or about Tuesday morning the 19th inst.

HONGKONG AND WHAMPOA DOCK RETURNS. Isla de Cuba...... at Kowloon Isla de Luzon Carlisle City....... Kongnam, Taichiow D. Juan d'Austria .. Cosmopolitan P. C. C. Klao ,, Taiyuan,

PASSED THE CANAL

Outward-11th August-Laus, Savoia. 18th August-Kawachi Maru, St. Gottardo. August - Abergeldie, Acara, Afghanistan. 25th August-Glaucus, Siam, Java, Orestes, Taiyuan Port Darwin, &c... Sept. 27th Vladimir. 29th August-Andolusia, St. Mary, | Thales Swatow Sept. 16th. Sachsen, Odessa, 1st September-Benlarig, Thyria San Diego, &c. ... Oct. 15th Algoa, Bingo Maru, Omba, Tonkin.

Homeward-1st Sept.-Kamakura Maru,

Shipping

ral.-I. S. Van Buren.

Wise & Co.

-Carlowitz & Co.

HAIMUN, British-steamer, 630, W. J. Davie, 14th Sept., -- Tamaui 9th Sept., Amoy 12th, and Swatow 13th, General. Douglas, Lap-

DEUTEROS, German steamer, 1,001, B. Petersen, 14th Sept.,—Saigon 10th Sept., Rice.

-Siemssen & Co. BENGAL, British steamer, 2,751, S. Barcham, 15th Sept.,-Shanghai 12th Sept., Mails and General.-P. & O. S. N. Co. Suevia, German steamer, 4,129). Förck, 14th Sept., -Swatow 13th Sept., General. --Siemssen & Co.

SALVADORA, American steamer, 688, J. Goitesolo, 14th Sept., - Manila 11th Sept., General.-Brando & Co.

Clearances at the Harbour Office. Clara, German str., for Haiphong

Hanoi, German str., for Holhow. -Huchew, British str., for Shanghai. Kong Pak, British str., for Canton. Esmeralda, British str., for Amoy. Moyune, British str., for Shanghai. Pak Kong, British str., for Canton. Kawachi Maru, Japanese str., for Kobe. Kwai Lum, British steam-launch, for Macao. Turtur, British str., for Yokohama.

Departures. Sept. 14, Hanoi, French str., for Holhow. Sept. 14, P. C. C. Klao, British str., for Swatow, a Sept. 14. Tsurugisan Maru, Japanese str., for

Sept. 14. Marie Valerie, Austrian str., for Sent. 14. Esmeralda, British str., for Manila. Sept. 14, Haiching, British str., for Swatown

Ktichinotzu.

Sept. 14, Charterhouse, British str., for Amoy.

Passengers-Arrived. Per Moyune, from Singapore-450 Chinesel Per Haimun, from Coast Ports-Messrs. Denison, Mehta, and 115 Chinese. Per Hongkong Maru, from San Francisco, &c.-Mrs. E. B. Gose, Mrs. W. Avery, Mrs. W. S. Biddle, maid and infant, Mrs. H. G. Bishop, Lieut. J. H. Rowen, T. H. Hilbert, C. M. Jenkins, A. Ekatsche, Capt. S. Tomioka, i European and 41 Chinese in steerage. Per Suevia, from Swatow-Capt. Burney, and Engineer Coghlan.

Per Bengal, from Shanghai for Port Said-Mr. H. F. Grieving. For Calcutta via Bombay Mt. F. P. Smith. For Hongkong-Messrs, C. E. Holworthy, Wong and servant, Miss M. Kelly, Mr. R. M. Mackenzie, Mr. and Mrs. Cross, Messrs. Dandolo, G. S. F. Mason, Stocker J. Gilbody, and 2 Chinese:

Departed.

Per Esmeralda, for Amoy-Messrs. J. D. Dakis, G. Racapanaki, J. Kelly, and 124 Chinese. For Manila-Mr. A. Cimon, Mr. and Mrs. J. Attias and 5 children, Mrs. Weinberg, Mr. R. E. Humphreys, Col. and Mrs. McCaskey, Messrs, W. E. Schiele, J. Riddle, H. Hoskins, W. Dunlop, J. J. Collins, J. J. Rodrigues, and

STEAMERS EXPECTED.

From. Names. Coromandel Singapore To-morrow Orestes......SingaporeSept. 17th Kumsang.......SingaporeSept. 20th ServiaSingapore Sept. 20th Yawata Maru Thursday Id. ... Sept. 213t Kagoshima Marul Bombay Sept. 25th Empress of China. Vancouver Oct. 4th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings", are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Destination. Airlie Sydney, &c......... Oct. 2nd America Maru ... San Francisco, &c. Nov. 14th New York, &c.....Qk. desp. Bayern Straits, &c. Nov. 8th Belgian King ... San Diego, &c. ... Oct. 15th Bengai Europe, &c...... Sept. 16th London, &c.......Oct: 21st: CantonLondon..........Sept. 21st Carlisle City..... San Diego, &c. ... Sept. 20th Carmarthenshire San Diego, &c. ... Nov. 15th Challenger New YorkQk. desp. China San Francisco, &c. Oct. 3rd City of Peking ... San Francisco, &c. Nov. 21st City of Rio San Francisco, &c. Oct. 27th Coptic San Francisco, &c. Nov. 4th Coromandel Shanghai Sept. 15th Doric San Francisco, &c. Oct. 10th Emp. China Vancouver, &c..... Oct. 25th Emp. India Emp. Japan Futami Maru ... Thursday Is., &c. Sept. 29th Gaelic San Francisco, &c. Sept. 16th & Glenogle Victoria, B.C. Oct. 17th Haimun Swatow, &c..... Sept. 17th. Hongkong Maru San Francisco, &c. Sept. 23rd Indrani New York, &c..... Sept. 18th Kagoshima Maru Kobe & Yokohama Sept. 29th Kanagawa Maru. Marseilles, &c..... Sept. 22nd König Albert ... Straits, &c. Dec. 13th Kweiyang Tientsin Sept. 20th Lennox Victoria, B.C. ... Nov. 4th. Lightning Singapore, &c.... Sept. 16th Maidzuru Maru... Swatow, &c...... Sept, 17th Monmouthshire... Victoria, B.C...... Oct. 7th Nippon Maru ... San Francisco, &c. Oct. 19th Nürnberg Havre, &c. Sept. 27th Ping Sucy...... New York, &c Oct. 5th Pisa New York, &c..... Sept. 23rd Preussen Straits, &c. Jan. 10th Prinz Heinrich..: Straits, &c. Dec. 27th Pyrrlius London Sept.; 20th Riojun Maru..... Marseilles, &c..... Sept. 21st Rosetta Japan Sept.-16th SachsenSingapore, &c..... Oct. 11th Marseilles, &c..... Oct. 6th Sado Maru Salvadora Manila Sept. 16th SarpedonLondon...........Oct. 3rd Sayoia Havre, &c. Oct. 11th Suevia Havre, &c. Oct. 19th Sungklang Manila Sept. 22nd Tacoma Victoria, B.C. Oct. cist

How to gain Flesh and Strength.—Take after each meal about a tablespoonful of Scott's Emulsion of Pure Cod Live Oil with Hypo-HONGKONG MARU, Japanese steamer, 3,385, phosphites. -It is almost as palatable as milk W. E. Pilmer, 13th Sept., San Francisco | and easily digested. The rapidity with, which 17th Aug., and Shanghai 11th Sept., Gene- | delicate children and sickly people suffering. from weakness and wasting diseases improve.

WoosungIloilo; &c......Sept. 16th

Yawata MaruJapanSept. 23rd

Yuensang Manila (Direct) ... Sept. 18th

MOYUNE, British steamer, 3,016, R. Conradi, and thrive upon this diet is truly marvellous. 13th Sept.,-Birkenhead 5th Aug., and As a remedy for Consumption and Threat Singapore 7th Sept., General.-Holliday, Affections and Bronchiffs is unequalled by any other preparation in the world. Any Chemist ALESIA, German steamer, 3,312, H. Knuth, can supply it. Sole Agents for Hongkong and 14th Sept.,—Shanghai 10th Sept., General. the Empire of China, Watking & Co., Hong.

Antimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)-



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILIÑG DATES.

(VICTORIA, B.C. and SEATTLE, Thursday, 21st Sept., U.S.A., VIA KOBE and YOKOHAMA. MARSEILLES, SOUTHAMPTON,) LONDON and ANTWERP VIA (FRIDAY, 22nd Sept., at Kanagawa Maru SINGAPORE, PENANG, COLOMBO I. Mackenzie.... and PORT SAID YAWATA MARU (NAGASAKI, KOBE and YOKO-) SATURDAY, 23rd Sept. A. E. Moses Kosai Maru Nagao.....

VLADIVOSTOCK, VIA SWATOW,) AMOV, SHANGHAL WEI-HAI-WEI, "CHEFOO, CHEMULFO & NAGASAKI THURŠDAY ISLAND; TOWNS-VILLE, BRISBANE, SYDNEY FUTAMI MARU..... J. Thom and MELBOURNE Kagoshima Mæru......... KOBE and YOKOHAMA

R. Nunome (MARSEILLES, LONDON, and FRIDAY, 6th October, at SADO MARU..... ANTWERP, VIA SINGAPORE, W. Thompson PENANG, COLOMBO & PORT-SAID

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States; Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

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Hongkong, 9th September, 1899.

Dr. KNORR'S ANTIPYRINE

Dr. OVERLACH'S

Noon.

at Noon.

at 4 P.M.

RUDAY, 29th

THURSDAY, 28th Sept.

FRIDAY, 29th Sept., at

Manager.

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In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water,

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36, DIVISION STREET, KOBE. Hongkong, 15th March, 1898. THE LEADING CATERERS.

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PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R..., WEDNESDAY, 27th Sept., 1899. EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899. EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INDAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which. passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD, Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chiha and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this goute are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to ...

D. E. BROWN, General Agent, Hongkong, 30th August, 1899. Pedder's Street.

TOYO KISEN KAISHA.

at Daylight.

at Noon.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

(via Shanghai, Naga-Saturday, 23rd Sept. saki, Kobe, Inland Sea, Yokohama and Honolulu)

NIPPON MARU (via Shanghai, Nagasaki,// Thursday, 19th Oct., Kobe, Inland Sea, Yokohama & Hono-

AMERICA MARÚ! (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono-

Tuesday, 14th Nov., at Noon.

THE Steamship

"HONGKONG MARU," SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA and HONOLULU, on ISATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe. Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO-EUROPE have the choice of Overland Rail

routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of La in addition to the regular tariff rate. Passengers holding orders for OVERLAND: FOR VICTORIA, B.C., AND TACOMA. CUTIES in the United States have besween

San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil' Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports bles. Doctor and Stewardess carried. in Mexico, Central and South America, by the Company's and connecting Steamers.

marked to address in full; value of same is the first class ATLANTIC MAIL LINES. required, Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and

Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent Hongkong, 8th September, 1899.

Wotel.

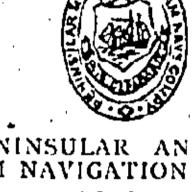
WINDSOR HOTEL, HONGKONE

STRICTLY FIRST CLASS.

ASSENGER ELAVATOR from EN-TRANCE HALL to each moor. BOARD and LODGING.

P. BOHM,

Proprietor & Manager. Hongkong, 28th April, 1899



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this-for BOM-BAY, &c., on SATURDAY, the 16th instant, . at Noon, taking Passengers and Cargo for the

Silk and Valuables, all Cargo for France, will be despatched for SAN FRANCISCO, VIA and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other_Cargo-for-London-&ca-will-be-conveyedwid Bombay without transhipment. Parcels will be received at this Office until P.M. the day before sailing. \ The Contents and

Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars apply to

H. A. RITCHIE, Superintendent. -Hongkong, 14th September, 1899;

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA. PROPOSED SAILINGS FROM

HONGKONG. IN CONNECTION WITH

NORTHERN PACIFIC, RAILWAY CO UNION PACIFIC, DENVER and RIO GRANDE, Glenogle... | 3,750 | R. D. Jones..... | Oct. 17. Tacoma ... | 2,811 | A. Dixon...... | Oct. 21.

> FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-

TION COMPANY. Monmouthshire | 2,874 | W.A.Evans | Oct. 7

Lennox | 3,677 | Williamson | Nov. 4 HE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. Eirst-class. Ta-HONGKONG TO NEW YORK LAI.

The Railroad travelling is second to none on' Freight will be received on board until 4 the American Continent. Magnificent Scenery P.M. the day previous to sailing. Parcel of the ROCKY and CASCADE MOUNTAINS. Packages will be received at Office until 5 P.M. The YELLOWSTONE NATIONAL PARK route. same day; all Parcel Packages should be Passengers to EUROPE may proceed by one of HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application, Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States

Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer). Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day previous to sailing. For further information apply to DODWELL & CO., LIMITED.

Hongkong, 1st September, 1899.

SAILING VESSEL. FOR NEW YORK:

THE 3/3 At I. I. American Ship

"CHALLENGER," shortly expected from MANILA, will load here for the above port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, 28th July, 1890

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

CALIFORNIA AND ORIENTAL:

STEAMSHIP COMPANY.

IN CONNECTION WITH

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HUNGKONG TO SAN FRANCISCO

AND SAN DIEGO

HONOLULU.

Taking Cargo and Passengers to Japan PORTS

and Honolulu, The United States,

MENICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City..... | 3,002 | about | Sept. 20

Thyra..... | 3,406 | about | Oct. 1

Belgian King ... | 3.379 | about | Oct. 15

Carmarthenshire. | 2,929 | about | Nov. 1

"GARLISLE CITY,"

will be despatched for SAN FRANCISCO and

SAN DIEGO VIA SHANGHAI, NAGASAKI,

KOBE, YOKOHAMA and HONOLULU, on.

Through Bills of Lading issued to any point

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the Office until the same

Consular Invoices, to accompany cargo des-

Hongkong, 12th September, 1809. . [1330]

LIZALINIAND-SEA-OF-JAPAN AND

HONOLULŮ.

PROPOSED SAILINGS FROM HONGKONG.

BUTTERFIELD & SWIRE,

MAIL LINE.

MAIL STEAMSHIP CO.

at Noon.

Friday, 27th October

Tuesday, 21st Nov.,

at Noon.

Hongkong, China and Japan.

tined to Points beyond San Diego, should be

in full. Value of same is required.

Collector of Customs, San Diego.

THE Steamship

or about the 20th instant.

in the United States.

Passage, apply to

China (via Shanghar,

land Sea, Yokohama (

and Honolulu)

City of Rio de Janeiro

(via Shanghai, Naga-

saki, Kobe, Inland

Sea, Yokohama and

Honolulu)

City of Peking (via)

Shanghai, Nagasaki, /

THE U. S. Mail Steamship

United States, and Europe. -

journey at any point en route.

"tained on application.

the regular tariff rate.

on application.

will be despatched for SAN FRANCISCO,

via SHANGHAI, NAGASAKI, KOBE, IN

LAND SEA, YOKOHAMA & HONOLULU

on TUESDAY, the 3rd October, at Noon

taking Passengers and Freight for Japan, the

Steamers of this line pass through the IN.

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States of Canada. Rates may be ob-

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACI-

FIC, UNITED PACIFIC, DENVER and

RIO GRANDE, and NORTHERN PACIFIC

RAILWAY; also the CANADIAN PACIFIC!

RAILWAY on payment of L4 in addition to

Passengers holding Orders FOR OVER-

LAND CITIES in the United States have,

between SAN FRANCISCO and CHICAGO

the option of the SOUTHERN PACIFIC

Diplomatic, and Civil Service, to European

Officers in the service of China and Japan, and

to destination the choice of direct lines.

Hongkong, toth August, 1800.

Kobe, Inland Sea,

Yokohama & Hono-

FIA INLAND SEA OF JAPAN AND

THE ATCHESON TOPEKA & SANTA

a/Stewardess.



HAMBURG-AMERIKA LINIE.

(East Asiatic Service:) (Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto,

PROJECTED SAILINGS FROM HONGRONG.

LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK

SEA AND BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS.)

SUBJECT TO ALTERATION. SAILING DATES. DESTINATIONS. NURNBERG HAVRE and HAMBURG. About 27th V. Binzer. (LONDON with transhipment in HAMBURG *SAVOIA HAVRE and HAMBURG. About 11th Freight and Jäger (London with transhipment in Hamburg) [October. Passage. HAVRE and HAMBURG. About 19th October. SERBIA..... HAVRE and HAMBURGE About 30th Ostermann (LONDON with transhipment in HAMBURG) [October.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ.& Co.,

> OCCIDENTAL AND ORIENTAL STEAMSHIP. COMPANY. TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA AND EUROPE:

THE OVERLAND RAILWAYS, ATTANTIC AND OTHER CONNECTING

STEAMERS. PIA INLAND SEA OF JAPAN AND HONOLULU

PROPOSED SAILINGS FROM HONGKONG. Gaelie (via . Amoy. Shanghai, Nagasaki, Saturday, 16th Sept. Kobe, Inland Sea, Yokonama & Honoat Noon.

Nagasaki, Kobe, In. (Tuesday, 10th October, land Sea, Xokohama at Noon. and Honolulu). Coptic (via Shanghai, Nagasaki, Kobe, In- (Saturday, 4th Nov., land Sea, Yokohama , at Noon.

THE Company's Steamship

Doric (via Shanghai,

and Honolulu).

"GAELIC,"

time. All parcels should be marked to address | will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONO-LULU, on SATURDAY, the 16th September, sent to the Company's Office, addressed to the

For futher information as to Freight or Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-em-Nagasaki, Kobe, In- (Tuesday, 3rd October, barking at San Francisco for China or Japan (or vice versa) within one year, will be allowed. a discount of 10 per cent. This allowance does not apply to through fares for China and Japan All PARCEL PACKAGES should be marked to

address in full; and same will be received at the Company's Office until Five P.M. the day. previous to sailing. Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the

United States, should be sent to the Company's Offices, addressed to the Collector of Customs, 6an Francisco. For further information as to Freight or Passage, apply to the Agency of the Company,

Queen's Building. J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1800 NORDDEUTSCHER LLOYD.

NOTICE STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS LONDON, NEW YORK, BOSTON. BALTIMORE, NEW ORLEANS. GALVESTON, AND SOUTH AMERICAN

SPORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B. CARGO CAN BE TAKEN ON THROUGHS BILLS OF LADING FOR THE PRIN-CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen Wednesday 11th Oct Bayern Wednesday 8th Nov. CENTRAL PACIFIC, UNION PACIFIC, Konig Albert Wednesday | 13th Dec. DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago Print Heinrich; Wednesday 27th Dec, Preusen Wednesday Toth Jan. Particulars of the various routes can be had Karlsrilhe Wednesday Jaquh Jan. Special rates (first class only) are granted to Sachsen ... Wednesday 7th Feb. Missionaries, members of the Naval, Military, Hamburg, Wednesday | 21st Feb.

Bayern Wednesday 7th Mar, to Government officials and their families.

Through Bills of Lading issued for transport.

On WEDNESDAY the Lith day of Oct.,
1899, at o AM, the Company's Steam. ation to Yokohama and other Japan Ports, to ship SACHSEN, Captain F. Mentz, with San Franscisco, to Atlantic and Inland Cities MAILS, PASSENGERS: SPECIE and of the United States, via Overland Railways, to CARGO, will leave this Port as above, calling Havana, Trinidad, and Demerara, and to ports at NAPLES and GENOA in Mexico, Central and South America, by the Shipping Orders will be granted till Noon on Freight will be received on board until 4 P. H. will be received on board Intil 5 P. M. on the day previous to spiling Parcel Packages Tilpenion the received on board Intil 5 P. M. on the day previous to spiling Parcel Packages Tilpenion the received on board Intil 5 P. M. on

the day previous to sailing, Parcel Packages TURSDAY, the noth October, and Parcels will will be received at the Office until P.M. saine be received at the Agency's Office until Noon day; all Parcel Packages should be marked to on TURSDAY, the toth October. Contents of

address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company.

Oueen's Building.

Queen's Building.

J. S. VAN BUREN Apent.

CONSULAR REPORT ON BRUNEI.

MR. ARTHUR KEYSER,)

All that remains of the once vast territories of the Kingdom of Brunei are about 15,000 square miles with a population of some 54,000 people of various origin. The most important rivers and districts dependent upon them have been at different times ceded to the Governments of British North Borneo and Sarawak. The Sultan Hassin Jalul Alam Akamadim is an independent sovereign with despotic power, though certain great chiefs act as Ministers and are accorded a voice in the Government of the country. The climate is similar to that of -Sarawak, and is healthy under certain conditions. The chief town of Brunei is built over the water in one of the upper reaches of the Brunei River. Here the Sultan and all the high officials reside. From once being a city of importance, this has now degenerated into a vast collection of hovels inhabited by all branches of industry. some to,000 people, who do little or no work and subsist on the prawns and small fish found in the mud beneath their houses. At low tide the place is offensively unsanitary. Nothing whatever is done to improve the condition of the town or its inhabitants. Except on rare State occasions neither the Sultan nor his chief Ministers have been outside of their own dwellings for years. The people are N. Y. World. incurably lary and live chiefly on what they can extort from their neighbours and the inland tribes, who, to some extent, cultivate the soul. Brunei has a good harbour and the river is navigable for vessels of light draft up to and beyond the chief town.

The soil on the banks of the river is well adapted for the planting of cocoanuts, judging from the appearance of those few dots of cultivation which serve to accentuate the vast stretches of land which are seen to have been untouched and neglected. The interior possesses fertile land in abundance, suitable for growing all those products now cultivated in the neighbouring countries. The prosperity of Brunei is a legend of the past, and its recurrence now remains but a possibility of the future. It therefore serves no good purpose to give any full details descriptive of its present period of decay.

The approximate revenue collected is, so far as can be ascertained, \$10,746, say £1,074. The collection of the taxes is farmed out to Chinese traders and attive money-lenders. The principal income of the Sultan and his chiefs is derived "from the payments made by the Governments of British North Borneo and Sarawak for lands at various times ceded to them.

Trade.-The sis Rance of Messrs. Hold's blue funnel line, which visits Brunei once a month, has recently, with others, been transferred to a German firm. This steamer imports cloth, rice, kerosene oil, hardware, &c., bringing from 20 to 50 tons a trip., The exports chiefly consist of sago, although during the last three years the trade in that article has greatly decreased. Formerly 200 bags were shipped each time of call, but now the average is from 600 to 700 bags. The reason given for this decrease is that since Limbang has passed to the Sarawak Government the sago from that river which used to be exported via Brunei is now sent to Kuching in the Rajah's steamers.

The owners of the s.s. Rance have an arrangement with the Sultan that other ships calling at Brunei for trade must pay to them the portdues, which are \$88 each trip. The company who owned the steamer paid a sum of money down for 70 trips. They also keep up all the beacons in the river and the mooring posts at the wharf

Oil and Coal.—The country is supposed to be rich in oil and the representatives of a the Sultan are now prospecting there. By a concession formerly granted to M. Cowie, managing director of the British North Borneo Company, but since transferred to Rajah Brooke, the Sultan granted a monopoly to work coal in his dominions. The only mines worked are at Muara, which exports some 14,000 tons annually. There is no other coal exported from Brunei, though there is reason to believe that it exists in superior quality in other parts of the country. Other valuable minerals are said to be found in Brunei, but there is not sufficient evidence to warrant their obtaining mention here.

SOME SPECULATION AS TO THE COLOUR OF THE FIRST MAN.

(London Mail).

In the first of a series of articles upon anthropological data which Prof. Arthur Thompson is writing for Knowledge he discusses the original | business. colour of mankind and weighs some evidence bearing upon the question whether the earliest races were black or white.

At the same time he mentions Alfred Russell Wallace's idea that primitive man was a Mongol. This would infer that our original colour was yellow, and when we consider the civilization of remote times which existed among the Chinese, that the people of Europe sprang from Asiatic stock, and that the identity of the earli- prominent bankers, commercial men, railway est cave dwellers in this country and in France with the Eskimos (also Mongols) has been demonstrated, this view does not seem so very unlikely. Prof. Thompson characterizes the theory as suggestive, but goes into none of these outside details, confining himself to a study of skin, hair and their pigments.

Sorby, he says, isolated three pigmennts, using hair as the most convenient subject for experiment. In light-coloured hair a brown red and yellow pigment occurs, to which in black hair a black coloring matter is added, and it is a remarkable fact that there may be in a negro's "wool" as much red pigment as in the European variety sometimes alluded to as

Again, when a piece of white skin is grafted (as is often done in modern surgery) upon a i the Admiral the thanks and greetings of a black man, it becomes black, while black upon a white man loses its pigment. This, Prof. | ed upon this plan with favour and he came near Thompson thinks, supports the theory that to giving it his sanction. But the more he man has developed a white skin from a black. I thought over it the more he became convinced rather than the other alternative.

Other interesting points are brought forward. For instance, there is always a certain amount of pigment in the skin of even fair people, that is, of the red and yellow kinds found in hair, but not enough to prevent the blood in the vessels which do not come nearer the surface than the true skin showing through the semi-

transparent layers of the epidermis. Bronzing through exposure to the sun is due to an increased blood supply and a corresponding development, freckles and pigmented spots. similar in structure to the general skins of darker races, while dark complexioned people emong us have, in addition to the ordinary pigments, a trace of the black colour of the

negro, more commonly present in our hair, There is not, however, enough to destroy the tion. radical fairness of our skin, though in exceptional situations (such as in the arm pits) its. presence may be very evident.

As to the use of a black skin, Darwin hinted it might have been developed in corelation the following from Rear-Admiral Watson at with the immunity from malarial diseases Manila : which derkies enjoy, as it is true white sufferers

acquire a darker complexion," In support of the idea that the ancestore of, negroes and white men more nearly resembled | four sailors in hospital with sore legs | Gillmore the latter in colour, a point not mentioned by well treated yaupplies sent by Admiral nover Prof. Thompson might be brought forward, and reached. that is that pickaninnies at their birth are not

black in colour, but of a dirty grey. If original [man were black, just as the original lion was spotted, we should expect to find in the negro infant the black colour, as we find in the young cub the traces of spots.

AMERICAN MAIL ITEMS.

Manila Versus Hongkong.

HOBSON'S OPINION.

WASHINGTON, August 14th. Naval Constructor Richmond Pearson Hobson has made a report upon the work of repairing the Spanish ships raised from Manila Harbour and now at Hongkong. He urges the necessity of a large dockyard in the Orient, discusses the increasing shipping at Manila and the prospect that Manila will, succeed Hongkong as the emporium of the East, but says that Chinese labour must be employed in

He says the three Spanish ships when completed will be worth to the Government abou \$610,000, and he contemplates trying to raise three more now at the bottom of Manila Bay. The cost of refitting the three now at Hongkong will be about \$300,000.

The vessels raised were the Isla de Cuba, Isla de Luzon and Don Julin de Austria,-

Manila Hemp Rising.

LONDON, August 12th. Manila hemp rose ten shillings in London this morning being quoted at £39 tos. Large quantities were bought at this price on the prospect of a further rise, in consequence of the resumption of hostilities and the belief that all the Philippine ports are closed or will be

While the price in London is only £39 10s., owing to large stocks and the quantities now in transit, the price at Manila is £49, the highest of record. The United States, are said not to be buying

All Volunteers to be Called...

WASHINGTON, August 14th. It is admitted at the War Department to-day that consideration is being given to the organization of additional regiments of volunteers for service in the Philippines. The evidences are unmistakable that the full 35,000 authorized by Congress will ultimately be called into service, as Secretary Root's policy contemplates Aguinaldo and his rebel bands.

Preparations have been in progress for some-L. By Command, time past for organizing the new regiments, and plans have been matured which will permit of the early equipment of as many regiments as the President may decide to order. The first open step toward calling for more volunteers was in the request telegraphed last night to the various Governors to furnish lists. of volunteer officers who served in the Spanish war, which will be considered with a view to their appointment for the Philippine service. Preparations are now under way for the shipment of troops to Manila. They will go by the way of San Francisco.

Mutiny Delays a Transport. SAN FRANCISCO, August 14th.

The transport Centennial reports that the Warren, bringing the Colorado regintent, will probably not arrive until August 18th. She was delayed by encountering a typhoon, which did her some damage and forced her to return

There was also a mutiny among the crew, company who have obtained a concession from | and twenty-four of the Warren's men were tried and sentenced to terms of imprisonment of from three months to two years. The Warren then sailed for San Francisco with a crew of green Filipinos.

> The mutiny was brought about by one of the men declaring that he was sick and refusing to work. He was placed in irons. Every man in the crew then quit work, and declared they would not resume until their comrade was reseased and sent to the hospital.

McKinley Won't Meet Dewey.

HOTEL CHAMPLAIN, Aug. 14th. A committee consisting of John S. Wise, George W. Brush, Hugh Bonner, Charles W. W. Dayton and Henry Clews will arrive here to-morrow morning to invite President, Mc-Kinley and Vice-President Hobart to attend the 18th day of September, 1899, at 3:30 P.M., the reception to Admiral George Dewey in New York.

President McKinley will decline the invitation on the ground of the pressure of public

His real reason will be the conviction that his presence at the ceremonies would be likely, by a division of public honours, to detract from the glory which rightfully belongs to the victorious Admiral

It was not until to-day that the President determined upon his course. Every possible inducement has been held out to him to attend. Men high in State and national politics, officials and politicians have deluged him with appeals to attend. Some of his best and most intimate friends have tried to persuade him.

But his own judgment, his own sense of justice and propriety, his natural inclination to "give Dewey all the credit that's coming to him" weighed more heavily in the balance than all the pleadings, arguments and inducements. So it was that he finally concluded to remain quietly in Washington during the hubbub and turmoil of the Dewey reception.

The original plan of the Dewey Committee, as outlined in the invitation to the President, was for the Chief Executive, accompanied by ·Vice-President Hobart and the Cabinet, to meet Admiral Dewey at Quarantine, The idea. was that there the President should extend to grateful public. For a time the President lookthat he should do nothing which might dim the lustre of Dewcy's star.

When Dewey comes to the national capital, however, immediately after the New York celebration, he will be received at the White House with open arms. He will be wined and dined, and every courtesy, consideration and respect will be shown to him. President McKinley and Vice-President Hobart will be present at the Dewey ceremonies, which will take place in front of the Capitol.

The President will also attend the Devey ceremonies in Chicago the week of Oct. 9, but he will give Dewey the first chance at public applause everywhere he goes.

Vice-President Hobart and several members of the Cabinet will attend the New York recep-

Gillmore and Men All Right. - WASHINGTON, August 14th. The Secretary of the Navy to-day received

"Escaped Spanish prisoners report Gillmore and thirteen other Americans—eight sailors and five soldiers—confined at Vigan July 27;

"WATEQH"

Auctions.

GOVERNMENT NOTLEICATION.

THE following Particulars of Sale of Crown L. Land by Public Auction, to be held at the Offices of the Public Works Department, on ! MONDAY.

the 18th day of September, 1899, at 3 P.M., are published for general information. By Command,

J. H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office.

Hongkong, and September, 1899. [11593]

Particulars of the letting by Public Auction: Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau Ma Ti, in the Colony of, Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

Sale. ry No.		Boundary Mensurements,				is in	l Rent.	Price.
No. of Sale. Registry N	LOCALITY.	N,	Ħ.	r.	w.	Content	Annual	Upset
<u> </u>		fter	jt.	ft.	ft.	•	*	3
farin r	•	¥:			, •	٩	₹	
1,54	Yau Ma Ti.	· 250	250	(1)	Órea	2		41.25
Kowle	· ·			· ·		•		

GOVERNMENT NOTIFICATION. No. 493.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY. are published for general information.

J. H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office,

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the OUEEN for one further term of 75 years.

of Sale.	8 2- 6		Boundary Measurement,				ents in re feet.	Rent	Price.
No. of S. Registry		LOCALITY.	_N.	5.	к.	w	Conten Square	Januar.	Upset
	loya Marine Lot 5a.	Mong' Kok Taui.	fi.	ft. 320	ft., ~ 493	ft. 493	157,760	1 0(g)	475330 60
	Kowle				ī**				,

GOVERNMENT NOTIFICATION.

No. 494.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY. are published for general information. By Command,

ij, h. stewart lockhart,

 Colonial Secretary. Colonial Secretary's Office.

Hongkong, 2nd September, 1899.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Lacality.	 M	Bour nsur	cmei	Contents in Square feet.	Annual Ren	Upset Price.	
1	Lot No.	Queen's Road' East (on the hill side		 		ft.	3,700	8	810
parju]	Forlar 1,	approached from Ship St.)	<u> </u>	-1.					

GRIMAULT'S SYRUP.

FOR DISEASES OF THE CHEST

All suffering from Gatarrh, Con sumption, Obstinate Coughs or Colds, and those affected with diseases of the Chest, Lungs and Bronohial.

Tubes, should take-GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twentyfive years with the greatest success, it is continues to retain its reputation where 🕻 all other medecines have failed.

Grimoult's Syrup immediately arrests the Cough, Splitting of blood and Nightsweats, and the Appetite improves rapidly—a factsoon demonstrated by an increase of weight and healthy appearance. Grimault's Syrup has a rose colour.

of Imitations. GRIMAULT & Co, Paris. Isli by all themists

and is sold in flat oval bottles. Boware

Consigners.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRUESTE, FIUME, PORT SAID. ADEN, BOMBAY, COLOMBO, PÉNANG AND SINGAPORE.

44241 E Steamship

«" MARIA VALERIE," having arrived, Consignres of Cargo are hereby! informed that their Goods are being handed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo:--

From Venice, ex S.S. Massimiliano tomshipped at Trieste. - Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before

Noon on the 18th instant, or they will not be No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent. Bills of Lading will be countersigned by

Agents. Hongkong, rath September, 1899. ([1173a THE CUINA MURUAR PURAM RAVIGA TION COMPANY, LUCIDED.

. MOTTCE TO CONSIGNÉES.

FROM GLASGOW AND LITERPOOL. DHE Country's Deposit by.

" MOYUNE." having arrived from the above Ports. Consignées of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery: may be obtained.

No Claims will help traited after the Goods. have left the Cost over a end all Chams-must be sent in to the Office of the Undershand before. Noon on the 22nd instart, or they will not be

All brokers shale board data yed. Goods are a vigorous and relentless warfare against the 18th day of September, 1899, at 3/15 P.Mp. to be left in the Collowing where they will be exemined on the 10th instant. No Fire Insurance has been effected, and any "Goods remaining in the Godowns after the 19th instant, will be subject to real.

Optional, Goods will be landed here unless instructions are given to the contrary before Hongkong, 2nd September, 1899. - [1160a | 146M., TO DAY. Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co., Honglong, 13th 5 prerabor, (89). - filizea.

NOTICE TO CONSIGNEES.

ÎNTIPON YUSEN KAISHA.

FROM MIDDLESBOROUGH, ANTWERP, THE Company's Steamship LONDON, COLOMBO AND SINGAPORE. THE Company's Steamship

"KAWACHI MARU," having arrived from the above Ports, Consignces of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goodstare landed.

Optional Goods will be landed here unless; instructions are given to the contrary before Noon, TO-DAY. · Goods not, cleared by the 19th instant, will

be subject to rent. No Fird Insurance has been effected. All ship-damaged packages must be less in the Godowns where they will be examined on MONDAY, the 18th instant, and SATURDAY, the 23rd instant, both days at 10 A.M. All claims must reach the undersigned before the 9th September, or they will not be recognised. NIPPON YUSEN KAISHA.

INOTICE TO CONSIGNEES.

Hongkong, 13th September, 1899.

"GLEN" LINE OF STEAMERS. FROM MIDDLESBORO', LONDON'AND

THE Steamship

"GLENFARG,"

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY. Goods not cleared by the 20th-instant, will be subject to rent

No Fire Insurance has been effected. All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which' no claims will KEASTERN AND AUSTRALIAN STEAM. be recognised.

McGREGOR BROS. & GOW. Hongkong, 13th September, 1899. ___[1168n

ATTSULBUSSAN KAISHA

-No. 6, Ite House Street, Praya Central. Head Office:-TOKIO. Branch Offices :-

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN. Agencies :-

Miiki Coal Mines. Kanada Coal Mines. Hokoku Coal Mines. Yashinotani Coal Mines. Ohnoura Coal Mines. No. 1, Ohlsuff Cont Mines,

Ichimura Coal Mines. Kishima Coal Mines. Yoshio Coal Mines: Yamano Coal Mines. Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. . Kanegafuchi Cotton Spinning Mills. Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Milke Cotton Spinning Mills. Imperial Government Paper Mills."

Onoda Cement Company. MITSUI BUSSAN KAISHA, ...K. HASEGAWA, ---Manager. Hangkong, 19th, August, 1890, ...

Shipping. STEAMERS.

FOR MANILA MIA AMOY. (Taking Cargo at through Rates for ILOILO.)

THE Steamship "SALVADORA," Canain Costs old, will be despatched as above

on SATURDAY, the 16th institut, at Noon, instead of as previously notified. For Freight or Passage, apply to BRANDAO & Co.,

Llangkong, 43th September, 1800. 11156a FOR SINGAPORE, PENANG AND ÇALCUTTA. THE Steamship

"LIGHTNING," Captain S. Belson, will be despatched for the above Ports, on SATURDAY, the 16th instant,

For Freight or Passage, apply to 199 DAVID SASSOON, SONS & Co., Hongkong, 11th September, 1899. [1158a] THE OSAKA SHOSEN KAISHA,

ALIMITED. FOR SWATON, AMOY AND TAMSUL TIME Company's Steamship

" MAIDZURU MARŲ," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 17th instant, at Daylight,

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA. Agents. Flon, kong, 11th September, 1899. UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE: FOR NEW YORK, VIA SUEZ CANAL. TITHE Steamship

Captain Campbell, will be despatched as above on MONDAY, the 18th instant, at Noon. For Freight, apply to JARDINE, MATHESON & Co.,

Agents: - - - gkong, 11th Seplember, 1890 JNDO-CHIÑA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"YUENSANG." Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 18th instant, at This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 13th Schtember, 1899. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

Captain Batt, will be despatched as above on WEDNESDAY, the 20th instant. "For Freight, apply to

Hongkong, 13th September, 1899. CHINA NAVIGATION COMPANY. LIMITED.

BUTTERFIELD & SWIRE,

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"TAIYUAN, Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber, ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.-Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to 😁

BUTTERFIELD & SWIRE, Agents. Hongkong, 8th September, 1899. CHINA NAVIGATION COMPANY,

-LIMITED. FOR MANILA.

THE Company's Steamship

"TAIYUAN, Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated for-

ward of the Engines. .. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-· LAND PORTS, and taking through Cargo

to Adelaide, New Zealand,

Hongkong, 8th September, 1899.

TASMANIA, &c.) THE Steamship

Electric-light.

Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating-Chamber which ensures the supply of Fresh Provisions. Ice, &c., throughout the voyage.
This Steamer is installed throughout with the

A Stewarders and a duly-qualified Surgeon are carried. N.B.-Return Tickets issued by this Com nany to and from AUSTRALIA, are available for return by the Stenmers of the China NAVIOA. TION COMPANY and vice versa: .

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. -Hongkong, 9th September, 1899.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ARGYLL." will be despatched for the above port and will be followed by

S.S. "IOHN SANDERSON"? At Intervals

S.S. "AFGHANISTAN" 5 of 2 weeks. For Freight, apply to DODWELL & CO., LIMITED.

Shipping.

STEAMERS.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (ROBT, M. SLOMAN & CO .- HAMBURO),

FOR NEW YORK VIA SUEZ CANAL THE Full-powered Steamship

Captain Fendt, will be despatched as above on SATURDAY, the 23rd instant. The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour. For Freight or Passage, apply to

Agents, Hongkong, 11th September, 1899. OCEAN STEAMSHIP COMPANY.

I'ILE, Company's Steamship "SARPEDON!" Captain Grier, will be despatched as rabove

on TUESDAY, the 3rd October. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 8th September, 1899.

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK. THE New Steamship

"TING SUEY," Captain C. de La Perrelle, will be despached for the above Port, on or about the 5th October. For Freight, apply to SHEWAN, TOMES & Co.

Antimations.

Hengkong, 21st August, 4899.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTSPRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.. · SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR

LAUNCHES, Sole Agents for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

Hongkong, 14th May, 1896. NOTICE.

REASONABLE PRICES.

THE BEST PREVENTIVE OF ALL



AVOID ALL RISK OF OUTBREAK BY. ITS USE. W. G. HUMPHREYS & Co. Bank Buildings.

Hongkong, 9th March, 1897, CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.

* CHARTS and BOOKS. NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtiander and Sohn's CELEBRATEĎ OPERA GLASSES.

Nos. 54 & 56, Queen's Road Central. [40] HERMANOS.

MARINE GLASSES and SPYGLASSES.

TIAMOND MERCHANTS, JEWEL-LERS AND WATCHMAKERS. Sole Agents in the East for the amaigamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP Tyres's Bicycles-Price...\$160. A special reliable Watch made for this Climate.

Watson's Building. CHEUNG. PHOTOGRAPHER,

IS now in a position, in his New and Com-I modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far Esst.

GROUPS AND VIEWS a speciality. Hongkong, 22nd September 1898. SIEN TING.

SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE, Consultation free.

Hongkong, 27th September, 1898.

DENTISTRY (Lately Practising with Dr. I. SAKATA),

No. 4, Queen's Road Central. Hongkong, 8th March, 1809.

NOTICE

DENTIST, -

NIOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINE, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours HUTTON HAVA, British ship, Thurbet - Chases & C. R. Bibbarasea & Co.

FOR LONDON VIA SUEZ CANAL.

CARLOWITZ & Co.,

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

40, QUEEN'S ROAD.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKÖNG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum. PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.-A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES-CRIPTION IN STOCK. INCLUDING:-

PATTERIES,

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'nsulators,

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PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical

Trained Mechanicians sent to Out-Ports to fi up Installations if required.

NOTE ADDRÉSS:—13, PRAYA CENTRAL

For full particulars &c., &c.,

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898:

AN APPEAL. THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of

Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentlemen's Shirts made to order, and Cuffs | Mr. J. W. Brown and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required: g The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters, Hongkong, 22nd April, 1892,

The Shake Market.

LATEST QUOTATIONS. (September 14th.) . Banks.

Hongkong and Shanghai Banking Corporation -350 per cent. prem. The Bank of China & Japan, Ld.—(Preference)

The Bank of China & Japan, Ld.—(Ordinary) AL buyers. The Bank of China & Japan, Ld .-- (Deferred)-

National Bank of China, Ldr-\$26 buyers. —\$26 buyers. Suite Doctor Doc - Marine Insurances.

Union Insurance Society of Canton, Ld.—\$260. China Traders' Insurance Co., Limited-\$631. North China Insurance Co., Ld.—Tls. 200. Yangtsze Insurance Assoc. Ld.—\$122}. Canton Insurance Office, Ld.—\$150. Straits Insurance Co., Ld.-\$6.

Fire Insurances. Hongkong Fire Ins. Co., Ld.—\$330. China Fire Ins. Co., Ld. \$88}. Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited-\$314. Indo-China Steam Navigation Company, Ld **—\$71}**.

China and Manila S.S. Co., Ld. -\$91. Douglas Steamship Co., Ld.—\$52. China Mutual S. N. Co., Ld.—(Preference)-£9.10 buyers.

China Mutual S. N. Co., Ld.-(Ordinary)-€5.10 buyers. China Mutual S. N. Co., Ld.-(Ordinary)-63 Biar Ferry Co., Ld.—\$19}.

China Sugar Refining Co., Ld.-\$148.

Luxon Sugar Refining Co., Ld. 354. Mining.

Punjom Mining Co., Ld. - 501. Do. Preserence Shares--52. Société Française des Charbonnages du Tonkin--5240 Queen Mines, Limited-So.50. Jeleby Mining and Trading Co., Ld.-\$134. Cons Allan Gold Mining Co., Ld.—\$631.

Miss Triscott Ormsby Miss Onnsby Mr. A. J. Richardson Turner Provide Mrs. Percy Rolfe and Miss Underwood Dilvers Plochold Minos, Ld.-(B) \$71. Great Eastern and Caledonian Gold Mining | Capt. C. B. Simmonds, Madame Volpicelli Carld-Si

Docks, Wharves and Godowns. Hongkong & Whampon Dock Co., Ld. 545. Hongkong and Kowloon Wharf and Godown

Company, Limited-\$100. Wanchai Warehouse and Storage Co., Ld. - \$45. New Amoy Dock Co., Ld.-\$17. Lands, Hotels and Buildings. China Provident Loan and Mortgage Co., Ld.

Hongkong Land Investment and Agency Co. Kowloon Land and Building Co., Ld. - \$29. West Point Building Co., Ld.-\$35. Hongkong Hotel Co., Ld.—\$136.

Humphrey's Estate and Finance Co., Ld.— Miscellaneous. Green Island Cement Co., Ld.-\$30. China-Borneo Co., Limited-10. A. S. Watson & Co., Limited-\$17.

Hongkong Electric Co., Limited—\$13. Hongkong and China Gas Co., Ld.-\$130. CHUNSANG, British steamer, 1,418, E. J. Buller, Hongkong Rope Manufacturing Co., Ld. - \$190. Geo. Fenwick & Co., Ld.-\$421. Hongkong Ice Co., Ld.—\$130. Hongkong High-Level Tramways Co., Ld.-EMPRESS OF JAPAN, British steamer, 5,904,

Dairy Farm Co., Limited—\$6. Hongkong & China Bakery Co., Ld.—\$25. Campbell, Moore & Co., Ld.—\$15. Bell's Asbestos Eastern Agency, Limited-£1

Bells Asbestos Eastern Agency, Ld.—\$5. Carmichael & Co., Limited.—\$8. Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—\$65. Ewo Cotton Spinning & W. Co., Ld.—Tls. 70. International Cotton M'fg. Co., Ld.—Tis. 7: Laou-kung-mow Cofton Spinning & Weaving

Co., Ld.—Tls. 75. Soy Chee Cotton Spinning Co., Ld.—Tls. 350. Yahloong Cotton Spinning Co., Ld.—Tls. 55. Tebrau Planting Co., Ld.—\$4 per share. Tebrau Planting Co., Ld.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.) Telegraph Address-"Bialto."

EXCHANGE.

Hongkong, 14th September. On London, Telegraphic Transfer ... 1/11 5/16 Bank Bills, on demand 1/114 Credits, 4 months' sight 1/11 13/16

D'ments, 4 months' sight 1/11 5/16 ON PARIS, Bank Bills, on demand2.46 Credits, 4 months' sight2.50 ON NEW YORK, Bank Bills, on demand ...47 Credits, 30 days sight48 ON BOMBAY, Telegraphic Transfer145

On demand ON SHANGHAI, Telegraphic Transfer72 Private, 30 days' sight73 ON YOKOHAMA, T.T.41 per cent. prem. Sovereigns, Bank's Buying Rate\$10.23 Gold Leaf 100 touch, per tael53.40

OPIUM QUOTATIONS.

......21 per cept. prem,

Hongkong, 14th September. New Patrick840 per chest New Benares817 New Malwa750/770 Old Malwa......780/840 Persian, paper tied670/750

VISITORS AT. THE HONGKONG Capt. and Mrs. Aitken Mr. C. M. Jenkins Mr. and Mrs. Joseph and 2 children Mr. E. C. Kellner Mr. J. H. Aitken Mr. K. Andes Mr. and Mrs. Kiens Mrs. John Angus Mr. Kinghorn Mr. W. Armstrong Mr. J. Kirkwood Mr. E.A. Leggatt Mr. O. C. Arpe Mr. W. H. Arrey Mr. R. W. Loman Mr. W. S. Bailey Miss Lucker Mr. Emile Lutz Mr. B. I. Barlow Mr. J. H. Benedict Mr. J. Y. Mayston Mrs. W. S. Biddle and Dr. E. B. Merchant Mr. H. Metman Mr. S. Mills Mr. Frank Murison Bottenheim Mr. E. O. Murphy Mr. A. H. Myers

Mrs. W. S. Bishop Mr. and Mrs. A. H. Mr. F. Mooney Dr. Bowers Mr. R. A. Naphegyi Mr. T. F. Burgdorff Mr. and Mrs. O'Brien Mr. Newson, F.W. Mr. A. C. Van Nierop Mr. A. B. Carter Mr. and Mrs. Nolker Dr. and Mrs. F. Clark Mr. J. J. O'Neill Mr. J. P. O'Neil Mr. R. Colegrove Mr. W. Parfitt Mrs. Collins Mr. A. W. Cross Mr. Perez Mr. J. C. Perry Mr. P. C. Denroche Mr. G. E. Richardson Mr. A. Docter Mr. S. J. Robins Mr. C. B. U. Dodd Mr. and Mrs. C Mr. & Mrs. C. Robinson Mr. Thos. A. Ross Mr. D. Earnshaw Mr. J. H. Rowen Mr. L. L. Etzel Mr. H. Simmins

Mr. H. H. Fox Mr. A. J. Hamilton Mr. W. Fuckel Smythe Mr. A. Spagnolo Mr. K. Gadelius Mr. & Mrs. K. Gibson Mr. S. B. Tainter Capt. Goddard Mrs. C. Thomas Mr. A. Traval

Mr. Jules Thiemonge Mrs. E. B. Gose Mr. T. Greidames Mr. R. J. Hall Mr. Turner Mr. S. Haughton Mr. B. T. Walling Mrs. Hillman Mr. and Mrs. A. W. Mr. F. H. Hilbert : Whitlow:

Mr. T. Howard Mr. and Mrs. Bagnall Mr. Wm. K. Hughes Mrs. I. Williamson Mrs. Jackson, Major and Mrs. Jeffreys Mr. W. J. Wright

VISITORS AND RESIDENTS AT THE Mr. H. U. Jeffries Mr. F. Baddeley Mr. and Mrs. Lionel Major G. R. St. John Capt. F. Koford. Mr. H. F. R. Brayne Mr. J. Lamke Mr. P. Bure Mr. J. E. Lee Mr. and Mrs. F. G. Mr. C. W. Longuet Mrs, C. W. Longuet Collins Mr. R. Mitchell Capt. van Corbach . Von Gertzen Mr. G. H. Dann. Mr. and Mrs. W. H. T. Lt.-Col. The O'Gorman Hon. H. E. Pollock Davis and child Capt. H. V. Prynne Mr. A. L. Denison Mr. P. Dow Mr. A. Reed Comdr. R. M. Rumsey Col. G. J. H. Evatt Mr. I. S. Ezekiel Mr. A. Sinclair Mr. R. M. Ezekiel Mr. A. Findlay Smith Mr. A. Forbes "

Lt.-Col. A. R. Fraser Mr. A. P. Stokes

Colonel E. H. Gorges Mr. G. H. Whebler

-Staff-Surgeon and Mrs. Mr. H. Windlath W. E. Home of the asked the of 1 and CRAGIEBURN. Rt. Rev. Bishop Burdon Mr. Hugo Silvestri Rev. F. Flynn, R.N. Mrs. Simmonds Mrs. Horder The Government Civil

Mr. A. G. Stokes

Hon. and Mrs. R. D. Hospital Sisters Mr. and Mrs. W. E. - Consul Volpicelli

Fame, twin screw, torpedo-boat destroyer, 402 360 lb.p., Hongkong

VISITORS AT THE WINDSOR HOTEL Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Mr. Maron M. Bela Mr. H. Rees Hart, twin screw, torpedo-boat destroyer, 260 Mr. and Mrs. W. A. Mr. and Mrs. Reyes tons, 6 guns, 4,000 i.h.p., Hongkong. and children Hermione, 2nd class cruiser, 4,360 tons, 9,000

Mrs. J. de Camille Mr. and Mrs. Robinson Mr. Ernest Dadre Mr. Th. A. Ross Mr. & Mrs. J. Kennedy Mr. H. Shaul Mr. H. Martin Mr. A. Simon Mr. W. D. Norten Mr. V. Socrensen Mr. and Mrs. Oria and Mr. W. A. Sprik Mr. Alex. Wait children Mr. M. Pardo

VESSELS IN PORT.

Steamers

CARLISLE CITY, British steamer, 1,894, Thos.

ral.-Butterfield & Swire.

General.—Jebsen & Co.

Aitken, 7th Aug., -Moji 2nd Aug., Gene-

oth Sept.,—Java Ports 1st Sept., Sugar.— Jardine, Matheson & Co.

CLARA, German steamer, 675, A. Hansen, 13th

Mails and General.—C., P. R. Co.

-Jardine, Matheson & Co.

HERMES, Norwegian steamer, 849, J.

5th Sept., General.—C. E. & M. Co.

Hohenzollern, German steamer, 2,039, H.

OHN SANDERSON, British steamer, 2,089,

KACHIDATE MARU, Japanese steamer, 2,143,

Kawachi Maru, Japanese steamer, 3,690, J.

KEONG WAI, British steamer, 1,115, R. Uns-

KONG BENG, British steamer, 862, F. W.

LEGAZPI, Spanish steamer, 565, Antonio

LIGHTNING, British steamer, 2,122, S. H.

MAIDZURU, MARU, Japanese steamer, 667, T.

MAUSANG, British steamer, 1,643, J. Kynock,

MONGKUT, British steamer, 859, N. G. Majer,

Picciola, German steamer, 875, E. Schipper,

RIOJUN MARU, Japanese steamer, 2,972, J. W.

Mails and General—P. & O. S. N. Co.

SANDAKAN, German steamer, 1,374, E. Muhle,

SUISANG, British steamer, 1,776, E. J. Todd,

TAICHIOW, British steamer, 862, P. Primrose,

TAIVUAN, British steamer, 1,459, R. Nelson,

TARTAR, British steamer, 2,768, H. Pybus,

UNITY, Norwegian steamer, 929, F. Hansen,

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th

GOVERNOR ROBIE, American ship, 1,627,

HUTTON HALL, British ship, 1,989, Thurber,

JOSEPHUS, American ship, 1,547, P. Gilkey,

Kerosine Oil.—Standard Oil Co.

2nd Sept.,-Sandakan 28th Aug., Timber.

24th Aug.,-Calcutta via Penang and

Singapore 18th Aug., Opium and General.

'9th Sept.,-Bangkok 2nd Sept., General.-

3rd Sept.,-Melbourne 22nd July, Sydney

29th, Brisbane 1st Aug., Townsville 4th,

Cooktown 6th, Thursday Island 13th, Port

Darwin 17th, and Manila 31st, General.-

R.N.R., 6th Sept.,-Manila 3rd Sept.,

12th Sept., -Samarang 1st Sept., Sugar. --

Sept.,-Manila and Sept., Ballast.-Arn-

Nichols, 21st Aug.,-New York 5th May,

5th Sept., Tacoma 25th June, Flour.

30th Aug .- New York 25th April, Case

Sept.,-Honolulu r6th July, Ballast.-

25th Aug.,-Cebu and Phillipine Islands

Aug.,-San Francisco 3rd June, Flour.-

Hongkong, September 14th, 1899.

SIMLA, British 4-masted bark, 2,087, Huestis,

ST. DAVID, American ship, 1,400, Lyons, 16th

HER BRITANNIC MAJESTY'S SHIPS

ON THE CHINA STATION.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd.

Aurora, British cruiser, 5,600 tons, Capt. E. H.

Barfleur, 1st class battleship, 13,000 tons, 14

guns, 13,163 i.h.p. Captain Hon. S. C. Colville, C.B., cruising.

Bonaventure, and class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Mont-

guns, 13,000 i.h.p., Captain R. J. Jellicoe,

- Komerie: C.B., R.N., Hongkung

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i,h,p.,

Esk, coast defence gunboat, 363 tons, 3 guns,

Comdr. C. Winnington-Ingram, cruising.

200 i.h.p., Lieut-Comdr. C. Chadwick,

h.p., Capt. Wrey, cruising.

General.—Nippon Yusen Kaisha.

Ballast.—Arnhold, Karberg & Co.

-Jardine, Matheson & Co.,

-David, Sassoon Sons & Co.

-Jardine, Matheson & Co.

Yuen Fat Hong.

-Melchers & Co.

Butterfield & Swire.

Butterfield & Swire.

Ballast.—C. P. R. Co.

Lauts, Wegener & Co.

hold, Karberg & Co.

Oil.—Srandard Oil Co.

22nd Aug., Ballast.-Order.

Smith-Dorrien, cruising.

Bayly, cruising.

Comdr. E. J. W. Slade, Foochow.

Order.____

Ports 4th Aug., General.—Nippon Yusen

worth, 11th Sept.,—Sargon 7th Sept., Rice.

Joslin, 13th Sept.,—Saigon 9th Sept.,

Tribar, 4th Sept.,-Manila 1st Sept., Gene-

Bolson, 10th Sept.,-Calcutta 25th Aug.,

Penang and Singapore 4th Sept., General.

Nagata, 13th Sept.,—Amoy and Swatow

12th Sept. General.—Mitsui Bussan

27th Aug.,-Sandakan 20th Aug., Timber.

12th Sept.,--Bangkok 3rd Sept., Rice.--

Sept.,-Saigon 8th Sept., Rice.-Chinese.

Ekstrand, 12th Sept.,-Moji 7th Sept.,

Sept., Coal.-Mitsui Bussan Kaisha.

General.—A. R. Marty.

General.—Dodwell & Co.

Melchers & Co.

-Yuen Fat Hong.

Rice.-Woo Kec.

ral.—Order.

Sept.,-Haiphong and Hoihow 12th Sept.,

Jensen, 13th Sept.,-Tientsin via Chefoo

Kirchner, 11th Sept ,- Yokohama 1st Sept.,

Kobe 5th, and Nagasaki 7th, General.-

Erskine, 6th Sept.,—Singapore 30th Aug.,

Park

Mr. and Mrs. James Mr. and Mrs. David

guns, 7,000 i.h.p., Capt. H. N. Dudding, Smythe, cruising.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Mr. E. J. Young

H. J. Davison, Hongkong.

Orlando, British cruiser, 5,600 tons, Capt. J. Burke, en route Japan. Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John. Manila.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Shanghai. Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. S. V. Y. De M. Cowper, Foochow.

Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Hongkong. Sept.,-Haiphong and Hoihow 12th Sept., Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Foochow.

G. D. Bowles, R.N.R., 12th Sept.,-Van-Swift, gun-vessel, 756 tons, 2 heavy guns, 4 | Vouban, French flagship, 6,150, Capt. Boutes couver 22nd Aug., and Shanghai 9th Sept., 6-pounders, 870 i.h.p., Foochow. Tamar, receiving ship, 4,600 tons, Comdr. GAELIC, British steamer, 2,691, Wm. Finch, Powell, Hongkong. R.N.R., 6th Sept.,—San Francisco 9th Aug., Honolulu 16th, Yokohama 29th, Tweed, coast defence gunboat, 363 tons, 3

guns, 200 i.h.p., Hongkong. Kobe 30th, Nagasaki 1st Sept., and Undaunted, 1st class cruiser, 5,600 tons, 12 Shanghai 4th, Mails and General.—O. & guns, 8,500 i.h.p., Capt. A. C. Clarke, cruising. GLENFARG, British steamer, 3,647, F. Selly, Victorious, British battleship, 14,900 tons, 32 13th Sept., -Singapore 7th Sept., General. guns, 12,000 i.h.p., Captain A. Schomberg, HATING, French str., 905, M. Jenssen, 13th

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan, Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai. S. Fujuki, 13th Sept.,-Kuchinotzu 8th Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr. S. Thompson, 13th Sept.,-London and Cunha, Macao.

Strombali, Italian cruiser, 3,359, tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser,

5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur. Alcout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Dimitri Donskoy, Russian armoured cruiser, , 5,893 tons, twin screw, 34 guns, 7,000 h.p.,

Com. Witthofft, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock. Gremiastchy, Russian armoured cruiser, 1,492

tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur. Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port

1,800 h.p., Capt. Zvinskey, at Singapore. ROSETTA, British steamer, 2,039, C. C. Talbot, Mandjour, Russian cruiser, 1,213 tons, twin R.N.R., 13th Sept.,—Yokohama oth Sept., screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostočk. SABINE RICKMERS, British steamer, 690, Navarin, Russian battleship, 10,000 tons, 10 Nasbet, 13th Sept.,-Shanghai 9th Sept.,

guns, 9,000 h.p. Captain Tenriche, at Vladivostock. Nayezdnik, Russian cruiser, 1,334 tons, 14 guns; 1,800 h.p., Capt. Zarine, at Port Arthur. Otvanny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain

Coprianoff, at Nagasaki. Pamiai Asova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Gaptain Virenins, at

Vladivostock. Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur, Rurik, Russian flagship, 10,940 tons, armoured

twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock. Sissoi Veliky, Russian battleship, 10,000 tons,

10 guns, 8,500 i.h.p, Capt. C. Parenayo, Zafiro, U.S. dispatch-vessel. at Port Arthur. Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock

Yakoul, Russian gunboat, 16 guns, 890 h.p., at Vladivostock. Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

RETRIEVER, British schooner, 96, Parker, 8th | Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed

19.7 knots. —(1st-and 2nd-class.) Forel, Russian torpedo boat, 23 tons, 1 gun, Janichichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. 9.1. guns, 3,000 i.h.p., Commander A. H. Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Poderosnik, Russian torpedo boat, 23 tons, 1 | Saturday, the 16th instant, at 5 P.M.

gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Skorpion, Russian torpedo boat, 23 tons, 1 gun. 220 h.p., 16 knots.

Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Sterlaid, Russian torpedo boat, 23 tons, 1 gun. Per Samshui on Tuesday, the 19th instant, at ale sen station for the second market and the second market is Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 | Straust, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

> guns, 1,800 h.p., 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns, . 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff. 1 Flagship of Rear-Admiral Recouncil.

THE FRENCH SQUADRON. tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, Aspic, French gunboat, 463 tons, 6 guns, 453

h.p., Captain Journet, at Snigon. Firebrand, 3rd class gunboat, 455 tons, 4 guns, Bayard, French. flagship, 5,068 tons, 36 guns, Agroo hip., Capt. Joannhi, at Yokohama.

Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at

Bruir, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon. i.h.p., 18guns, Capt. G. Callaghan, cruising. Comète, French gunboat, 473 tons, 6 guns, 631 Humber, storeship, 1,640 tons, 800 i.h.p., Com. h.p., Captain Simon, at Saigon. Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Iphigenia, 2nd class cruiser, 3,600 tons, 8

> Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay. Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki. Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Tean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Foochow. Lion, French gunboat, 473 tons, 8 guns, 576

h.p., Capt. Amot, at Shanghai. Pascal, French protected cruiser, 3,985 tons 36 guns, 9,000 i.h.p., Capt. de Bretizei, at Manila.

Pluvier, French despatch-boat, 345, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon. Triomphante, French armoured cr., 4,700 tons

24 guns, 2,400 h.p., Capt. B. de Brotizel, at Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok. † Flagship of Rear-Admiral Gigault de

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven. Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Scoul. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteinier, at Foochow.

12 guns, 12,000 i.h.p., Captain Gulich, at Manila. Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-

Kaiserin Augusta, German cruiser, 6,000 tons,

Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy. Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at

Kiaochow. † Flagship of Rear-Admiral von Diederichs. * Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila. Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. Whiting, at Nagasaki.

Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p.,

Lieut. Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila. Charleston, U.S. cruiser, 3,730 tons, 8 guns,

6,666, i.h.p., Capt. W. H. Whiting, at Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt. Com. J. B. Briggs, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila. Helena, U.S. gunboat, 1,397 tons, 8'guns, 1;988' h.p., Comdt. W. T. Swinburne, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p.,

Kraysser, Russian cruiser, 1,300 tons, 18 guns, Manila, U.S. gunboat, 1,057-tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.

Lieut.-Comdr. N.-T. Houston, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turnet monitor, 4,084; tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila. Nanshan, U.S. collier.

Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, at Manila. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, - 800 h.p., Comdr. C. H. West, at Manila. Yorktown, U.S. gunboat, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

10 guns, 3,800 h.p., Capt. R. P. Leary, at

Post Office.

Yosemite, U.S. converted cruiser, 6,179 tons,

A Mail will close:-.

For Haiphong-Per Hating to-morrow, the. 15th instant, at 9 A.M. Samshui to-morrow, the 15th instant, at 4 P.M. For Kudat and Sandakan on

Saturday, the 16th instant, at 9 A.M. For Samarang and Sourabaya-Per Chunsang on Saturday, the 16th instant, at 10 A.M. For Amoy and Manila-Per Salvadora on Saturday, the 16th instant, at 10 A.M. For Singapore and Penang - Per Alesta on Saturday, the 16th instant, at 10 A.M.

For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per. Gaelic on Saturday, the 16th inst., at 10.45 A.M. For Europe, &c., India, via Tuticorin-Per Bengal on Saturday, the 16th inst., at 11 A.M. For Sandakan-Per Mausang on Saturday, the 16th instant, at 2 P.M...

Lightning on Saturday, the 16th instant, at For Nagasaki, Kobe and Yokohama—Per Rosella on Saturday, the r6th instant, at 3 P.M. For Kongmoon and Samshul—Per Wuckow! on Saturday, the 16th instant, at 4 P.M. 1 For Swatow, Amoy and Tamsui-Per Maid-

For Singapore, Penang and Calcutta-Per

For Iloilo and Cebu-Per Woosung on For Manila-Per Yuensang on Monday, the 18th instant, at 2 P.M. For Tientsin-Per Viksang on Monday, the

18th instant, at 3 P.M. 🖖 For Singapore-Per Pyrrhus on Monday, the 18th instant, at 5 P.M. For Kongmoon, Kumchuk and Samshul

For Shanghai, Köbe, Yokohama, Honolulu, San Francisco and San Diego-Per Carliele. City on Wednesday, the 20th list, at 12 224 Centurion, 1st class battleship, 10,900 tons, 14 Sunguri, Russian torpedo boat, 140 tons, 4 For Tientsin and Newchwang-Per Kwels yang on Wednesday, the zoth inst., at I A Mil For Kobe, Yokohama, Victoria, (B.C.) and it-Loronas and Bonponers

For Manila, P. et Darwin, Thursday Island
Cookfown, Townsville, Brisbane, Sydney and
Melbourne—Per Talyuan on Wednesday the
27th instant, at 10 A.M.
For Shanghai, Nagasaki, Kobe Yokonama
Victoria and Vancouver B. —Per Talyuan

Johan on Wednesday, the 27th inst. 40 Loronal Rose Centers in the Six of Landau

Rose Centers in the Six of Landau Seattle-Per Riojun Maru on Thursday, the

JAPANESE MEN-OF-WAR.

Battleships. Yashim ; 1st class, 12,400 tons, 36 guns, 14,000 h.p., at Yokohama. Fujs, 1st class, 12,450 tons, 38 guns, 14,000 Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama

Coast Defence Ships.

Maisushima, 1st class, 4,277 tons, 25 guns, -5,400 h.p., at Manila Ilsuskushima, 1st claus, 4,277 tons, 35 gunu, 5,400 h.p., at Nagasaki. Hashidale, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu. Kongo, and class, 2,550 tons, 13 guns, 2,035 Hiyer, and class, 2,550 tons, 13 guns, 2,035 h.p.,

Heiyen, and class, 2,600 tons, 15 guns, 2,400 Cruisers. Karagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chilose, protected cruiser, 1st class, 4,978 tons,

.... 30 guns, 15,500 h.p. Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h,p, Yoshino, protected cruiser, Isc class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Naniwa, protected cruiser, 1st class, 3,709 tons,

24 guns, 7,120 h.p., at Manila. Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p. Chiyoda, protected cruise, 1st class, 2,450 tons, 27 gune, 5,500 h.p. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, ro,000 h.p., at Manila. Aktisusu, protected Druiser, 1st class, 3,130

26 guns, 8,500 h.p. Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p. Idrumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p. Sai-yen, protected cruiser, 1st class, 2,300 tons,

15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at Manila. Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p. Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p. Vaeyama, 3rd class 1,600 tons, 10 guns, 5,630

Tsukushi, 3rd class, 1380 tons, 12 guns,

· Bloops and Corvettes. Musashi, 1,490 tons, 10 guns, 1,600 h.p. Katsuragi, 1,480 tons, to guns, 1,600 h.p. Vantato, 1,480 tons, 10 guns, 1,600 h.p. Tenriu, 1,550 tons, 10 guns, 1165 h.p. Kaimon, 1,360 tons, 10 guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p.

Oshima, 640 tons, to guns, 1,200 h.p., at Kanko Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo. Atago, 620 tons, 10 guns, 700 h.p. Maya, 620 tons, 10 guns, 700 n.p. Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 gons, 400 h.p. Chinto, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p.-

Torpedo-gunboat: Tatsula, 875 tons, 5 guns, 5 torpedo tubes - 5,500 h.p Torpedo-boats.

Ikadusch, Japanese torpedo-boat destroyer 331 tons, Comdr. 1. Ishida, Hongkong. Kolaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. 14 boats (Crousot), 56 tons, 2 torpedo-tubes, 7 boats (Kobo), 56 tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo tubes, 2-boots (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 : bbats - (4 arrow), - 40 - tons; - 3 : torpedo-tubes, to boats (Yarrow), 40 tons, 3 torpedo tubes, 620 h.p. Miscellaneous. Rinjo, armoured cruiser, 2,130 tons, to guns,

(used as gunnery training ship.)

Kanjin, sailing ship, 877 tons, 6 guns. (used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Tsukuba, wooden screw steamer, 1,989 tons 10 guns, 520 h.p.

(used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns. (used as a hulk.) /inger wooden paddle steamer, 1,465 tons, 2 small guns.

(used as torpedo training ship, RIVER STEAMERS, SCHOONERS.

AND LORCHAS, Fatshan, British steamer, 2,260, J. Dick,-Hongkong, Canton, and Macso Steamboat Ho-nam, British steamer, 1,377, H. D. Jones,

-Hongkong/Canton, & Macao Steamboat

For Kongmoon, Samshui and Wuchow-Per: Powan, British steamer, 1,890, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd, Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi-Wo & Co.

> Chun Wai, British steamer, Kwong Wan S.S. Hongkong and Macao. leungshan, British steamer, 1,055, W. R. Clarke, Hongkong, Canton and Macao

> Tai-on, British steamer, 728, Goblouski, Tai

On Steamship Co.

Macao and Canton. Lungshan, British steamer, 108, Morrison,-Hongkong, Canton and Macao Steamboat Kinngtung, Chinese steamer, 553, Holmes

Canton and West River. guru Mari on Saturday, the 16th instant, at Lungkiang, British steamer, 108, J. Lossleres, 5 P.M. Hongkong, Canton and Macao Steam City of Whampon, Chinese steamer, 40,-Ab

Sun Chow, Chinese steamer, Ah Yon, Hongkong and West River.
Salkong, Bruish steamer, 159 Kwong Wang.
Steamship Co. Cheung Kong, Y. Kun, 58, Kwong Wan S.S.

Wilchow, British steamer, R. D. Thomas Hongicong Canton and Macao Steamboat Samshui, British steamer, Summers, Hongkong Canton Macao Steamboat Co. J. M. & Co and B. 688.